COMMERCIAL RAILWAY

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1206.—Vol. XXVIII.

LONDON, SATURDAY, OCTOBER 2, 1858.

(SUPPLEMENT) STAMPED.....SIXPENCE.

R. JAMES CROFTS, MINING AND SHAREBROKER, No. 1, FINCH LANE, LONDON (established 14 years), TRANSACTS every of BUSINESS in MINING SHARES, but, not being a DEALER, BUYS and SELLS on orders counteded to him.

of BUSINESS in MAINING SHARES, out, not being a DELER, BUYS and SELLE or orders confided to him.

Charts refers the readers of the Journal to his article on the changes and phases market, on page 648, in which will be found general and particular discussions or alor of mining property, on, or irrespective of, the market; his opinions being by experience, but not offered as infallible. He will be happy to advise capisators after the property of the market of the property of

R. JAMES LANE, No. 29, THREADNEEDLE STREET, MINING SHARE DEALER.

MES B. BRENCHLEY, 19, TOKENHOUSE YARD, LONDON, transacts BUSINESS, as a BUYER or SELLER, in DIVIDEND and DRESSIVE MINES, for CASH.

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SPECIAL REPORT (WEEKLY) WILL APPEAR IN PETER WATSON'S "MINING CIRCULAR," by his own Agents. ABRIDGED BETS will also be given, and important information on the present and future operated by the property of mines throughout Cornwall and Devon, with advice thereon as reliase or sale of shares.

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CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISELLANEOUS RITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, GRitish and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC S BOUGHT and SOLD at the closest market price, and at moderate commission, nees given and required.

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Well selected are the best investments, paying from 15 to 30 per cent. on the
They have to OFFER SHARES in most of the DIVIDEND and PROGRESSIVE
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d Oct. 1, 1858.

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ICE—Mr. SHARP will for the future discontinue advertising the price of shareing the system to be prejudicial to the interest of mining in general; it also give dissatisfaction to the public, and injures the broker. Having had five years aggractice, he speaks from experience, and can see the harm it has done; in factional in the control of the public, and injures the broker.

ESSRS. FULLER AND CO., 51, THREADNEEDLE STREET,
LONDON, continue to TRANSACT BUSINESS in BANKING, BRITISH and
IGN MINES, INSURANCE, RAILWAYS, &c. The great impetus given to
a and the advantages over and above all known scentrities is apparent to the capiwho are quietly availing themselves of the opportunity afforded in securing both
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by attain that state, but rise in value from 1 to 500 per cent. The following shares
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to Burra Burra. Hingston Down.

Wheal Margery.

Hingston Down.
Tolvadden.
South Lady Bertha.
United Mines, Tavistock. omce Hours from Ten till Four.

Wheal Margery. Wheal Ludcott. Tincroft. West Caradon.

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5 Great So. Tolgus, £14%.
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5 Huckworthy Bridge (an offer wanted).
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20 George Moore is a BUYER of one or two shares in South Caradon, at £402%; 100 Harriett, 15s.; 56 East Hussell, 54%; 50 East Gunits Lake, 31%.
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22 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
23 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
24 Wh. Edward, £3 3s. 6d.
25 West Grenville, 9s. 6d.
26 West Par Coms., 10s. 9d.
27 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
28 West Grenville, 9s. 6d.
29 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
29 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
29 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
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20 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
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20 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
20 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
20 Wheal Harriett, 15s.; 56 East Gunits Lake, 31%.
21 Wh. Edward, £3 3s. 9d.
22 Tamar Consols, 14s. 6d.
25 Tamar Consols, 14s. 6d.
26 Wheal Arthur, 17s.
26 Wh. Edward, £3 3s. 9d.
27 Wheal Harriett, 15s. 9d.
28 West Par Consols, 24%.
29 Wheal Harriett, 15s. 9d.
20 Wheal Harriett, 15s. 9d.
20 Wheal Harriett, 15s. 9d.
21 Wh. Edward, £3 3s. 9d.
21 Wh. Edward, £3 3s. 9d.
22 Tamar Consols, 14s. 6d.
25 Tamar Consols, 14s. 6d.
26 Wheal Arthur, 17s.
26 Wheal Arthur, 17s.
26 Redmoor, 6s. 3d.
27 Wheal Harriett, 15s. 9d.
28 Wheal Harriett, 15s. 9d.
29 Wheal Harriett, 15s. 9d.
20 Wheal Harriett, 15s. 9d.
21 Wheal Harriett, 15s. 9d.
22 Wheal Harriett, 15s. 9d.
23 Wheal

M. R. JOSEPH JAMES REYNOLDS, SEN.,
No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH
AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKER, begs to inform
his friends and the public that a FAVOURABLE OPPORTUNITY now offers itself to
capitalists for INVESTMENT in many undertakings of a substantial character, paying
large dividends. There are also others of a progressive character, well deserving attention.
Every information can be obtained at his offices, which his practical experience enables him to give respecting all mines worthy of consideration.

MESSRS. POWELL AND COOKE,
MINING AGENTS,
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Dated October 1, 1858.

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Mr. H. Huxhau has room for TWO ADDITIONAL ARTICLED PUPILS, who wou have an excellent opportunity of attaining a thorough knowledge of practical and the etical mining engineering.—Cwm Rhondda, Pont-y-pridd.

NOTICE OF REMOVAL.—MESSRS, BRUNTON AND CO. beg to inform their friends and the public that, in consequence of the offices at 5, Waterloo-place not being sufficient for their requirements, they have REMOVED to more commodious premises, at 10, REGENT STREET, on the ground floor, where they hope to receive, and by their conduct of business entrusted to them to justify, a continuation of the confidence with which they have been flavoured, and for which they beg their friends to accept their most sincere thanks.

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SURVEYORS, undertake the MANAGEMENT and WORKING OF MANAGEMENT and WORKING OF MANAGEMENT and WORKING OF MANAGEMENT. M ESSRS. BRUNTON AND CO., ENGINEERS AND MINES OF MINES QUARRIES, &c., and CONDUCT the LONDON AGENCY of all MINERAL PROPER TIES in their offices with system, economy, and regularity.

Messrs. Brunton and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—

Statements in detail, and clear summaries of finance and expenditure.

Entire and impartial openness of books, reports, and documents, to all shareholders for perusal or extract.

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ROUND and FLAT ROPES of every description, satistable for mining operations or other purposes, GALVANISED or UNGALVANISED, MANUFACTURED upon the newstand most improved machinery, ensuring greater plabbility, durability, and strength and is admitted by the principal coal proprietors to be far superior to any other kind of wire-rope. The superiority of these ropes over hempeu ones, in point of strength, lightness, durability, and cox, is admitted by all who have tried them.

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MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHARE DEALER, 11, DALE STREET, LIVERPOOL.

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N.B. Business transacted in every description of stock and shares.

OHN ROBERT MINING AGENT AND MINE SHARE DEALER, 3, PINNER'S-COURT, OLD BROAD-STREET, LONDON, E.C.

Mr. J. R. Pikk has the honour to inform his friends and the public generally, that he has completed arrangements for conducting his business on a very much extended and more comprehensive basis than heretofore, his local Cornish connections and knowledge, complet with his metropolitan experience, enabling him to guard the interest of his clients more beneficially than others whose sphere of action is contined to the London market only. The leading features to which he would direct the attention of shareholders in British mines, as well as intending investors, are as follows:—

First,—Regular and precise information as to the prices of shares in the different Cornish markets.

British mines, as well as intending investors, are as follows:—
British mines, as well as intending investors, are as follows:—
First,—Regular and precise information as to the prices of shares in the different Cornish markets.

Second,—A system of correspondence, in the shape of reports, from all the principal mining districts.

Third,—Keeping for inspection plans of the leading mining groups, showing their relative position and traversing lodes.

Third,—A complete collection of statistics, showing the antecedents and present position of all the mines whose shares are usually the subject of exchange.

Fifth—The registration of the different shares held by his clients, in order that anything affecting their value may be immediately reported to their respective owners.

The advertiser will continue to furnish, on application, either personally or by letter, any mining information which the public may require, and begs to assure his clients that now, as heretofore, his extensive business connections and long experience enables him to buy and sell to the best advantage any shares which are at all negociable, either in London or Cornwall.

The system of advertising the prices of mining shares will not be resorted to in this establishment, as it is inconsistent with the free action of a public market, and intimical to the interests of both buyer and seller.

The following classified list of mines, in the shares of which the advertiser has business to transact, may be consulted by the public with advantage:—

DIVIDEND MINES COMMANDING LARGE PREMIUMS, AND PATING HIGH RATES OF INTEREST ON CURRENT PRICES.

South Carndon.

Becall Regular and Pating Heroids of the same of the prices of the prices of the prices.

Lisburne.

Phenix.

South Tolgus.

Botallack.
Devon Great Concols.
Dolcoath.
Granuler & St. Aubyn.
Great South Tolgus.
Levant.
Minera.
North Basset.
Par Consols.
Providence.
GENERALLY SEL
Calvadnack. South Caradon.
South Frances.
West Basset.
West Seton.
Wheal Basset.
Wheal Buller.
Wheal Buller.
Wheal Trelawny.
Alfred Consols.
Bedford United.
East Daren.

THE SHARES IN WHICH ARE ITAL PAID-UP. Wh. Kitty (St. Agnes). Wheal Kitty (Leiant).

Calvadnack.
Cook's Kitchen.
Calstock Consols
Condurrow.
East Falmouth.
Exmouth. North Roskenr. Wheal Kitty (Leiant).
Wheal Seton.
Wheal Seton.
Wheal Wrey.
East Basset.
East Toigus.
Great Wheal Fortune.
Mill Pool.
Tolyadden. Polberro. Rosewarne United. United Mines. United Mines. Wendron Consols, West Dannsel, West Fowey. Wheal Charlotte. Wheal Jane. Exmouth.
Fowey Consols.
Great Work.
Hinston Down.

Holyford. Holyford. Wheat Jane.

Young Mines in Well selected feeles of Ground,
Mineral Wealth, the shares in Which are sells
Clijah and Wentworth.
Copper Hill.
East Buller. Wheat Clynn.
Great Wheat Alfred. Wheal Chy.
Pedn-an-drea.
Wheal Glynn.
Great Wheal Alfred.
West Stray Park.
South Carn Brea.
Wheal Unity.
Lelant Consols. North Frances.
North Minera.
East Carn Brea.
East Wheal Russell.
North Robert.
Wheal Greuville.
Wheal Harriett,
Wheal Ludcott. Stray Park. Trebarvah. Trebarvah. West Alfred Consols. West France Wheal Agar, Wheal Margery, London, October 24, 1858.

MR. R. LINTHORNE, ENGLISH AND FOREIGN MINING AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON. N.B. Business transacted in every description of stock and shares.

TOR SALE, AT STATED PRICES, EACH NETT:—
10 Grenville, 30s.
10 Hingston Down, £2%.
10 North Frances, £3½.
20 North Robert, £2%.
50 Hender, £36.
50 Hender, £36. 2 Ding Dong, £11.
10 Grenville, 30s.
10 Hingston Down, £2%.
10 North Frances, £5½.
20 North Robert, £2½.
21 North Frances, £5½.
22 North Robert, £2½.
23 North Robert, £2½.
24 Apply to "A. E. C.," Mr. Ccoper's, 20, Royal Exchange, London.

MR. E. GOMPERS has BUSINESS to TRANSACT in most of the MINES usually in REQUEST in the MINING MARKET. 3, Crown-court, Threndneedle-street.

MICHAEL WILLIAMS BAWDEN, MINING,
GENERAL ASSAYING, AND COMMISSION OFFICES,
LISKEARD, CORNWALL.
MICHAEL WILLIAMS BAWDEN being situated in a central position of the two western counties, can give every information to parties on mines that are really affe investments and otherwise. Mines inspected, and correctness of reports strictly adhered to.

OBERT MUSHET'S ORE BLOOM STEEL, COMBINING ALL THE EXCELLENCIES OF CAST AND SHEAR STEEL, WITHOUT ANY OF THEIR DEFECTS. For all purposes to which stock can be applied, it is TWICE as DURABLE as the BEST SHEFFIELD CAST-STEEL at 484. per cwt., and it requires no caution in tempering. Price, drawn to sizes, 70s. per cwt.—Apply to Robert Musher and Co., Coleford, near Gloucester.

CHARCOAL PIG-IRON.—THE EAST INDIAN IRON COMPANY, MAKERS and IMPORTERS of PURE CHARCOAL PIG-IRON, from their works in the Madras Presidency, DESIRE to RECOMMEND it to the ATTENTION of ENGINEERS, STEEL MANUPACTURERS, and RAILWAY TYRE and AXLE MAKERS, as well as for every description of MALLEABLE IRON and FOUNDRY WORK, requiring SUPERIOR STERNGTH and QUALITY.—For price, &c., address the secretary, Mr. E. J. Burgess, at the company's offices, 8, Austinfriars, Londou, E.C.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles

or sale:—
REFINED METALLIC NICKEL. | OXIDE OF COBALT. | WIRE, &c. |
REFINED METALLIC BISMUTH. | GERMAN SILVER—IN INGOTS, SHEET,

EAST WHEAL RUSSELL

NOETH WHEAL ROBERT.

WEST PAR CONSOLS,
WHEAL EDWARD.

WITHING

FOR THE QUARTER ENDING 30TH JUNE IS NOW READY, and contains
(besides the usual Particulars of the Principal Mines, Dividends Paid, &c.) FULL REPORTS on the above MinNES, just made by Capt. Class. Tanonas, of Doicouth; also, a
PLAN of the UNDERGROUND WORKINGS of NORTH WHEAL ROBERT.

GREAT WHEAL ALFRED.

The REVIEW also contains a FULL REPORT on this MINE, by Capt. Porp, of
Basset, with a PLAN of the UNDERGROUND WORKINGS.

To be obtained at 117, Bishopsgate-street Within, London. Price 1s.

is MINE, by Capt. Pore, of

TOLVADDEN MINE.—A SPECIAL REPORT on this MINE, by Capt. Pascos, of South Wheal Frances, APPEARS in Ms. MURCHISON'S REVIEW FOR 30rn JUNE; also, a FULL ACCOUNT of VALE OF TOWY MINE, with a PLAN of the UNDERGROUND WORKINGS.

Now ready, price One Shilling, at 117, Bishopagate-street Within, London.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORKSHIRE, MANUFACTURERS OF RALLWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to
which this iron has been submitted by engineers and railway companies during several
years, its superior quality has been generally, acknowledged, and can be unhestistingly
aritrined. Parr, a gentleman who has quoted from hir. S. B. Heggen in

Original Correspondence.

THE COPPER TRADE.

SIR,-Will you allow me, through your Journal, to call the attention of the great copper smelters of this country to the very serious injury they inflict upon the legitimate trade of manufacturers in metals, by their erratic

inflict upon the legitimate trade of manufacturers in metals, by their erratic behaviour in relation to the rise and fall of copper? At the present moment it is impossible, by any past premises, to anticipate the proceedings of that important body, upon whose decisions the prosperity or losses of a large number of manufacturers depends, and through them to many thousands of workmen in their employ.

About a month ago, after a continued period of depression, a decided reaction in the trade of brass founders, gas fitters, and others, took place, and a favourable demand for the winter season was expected; but within a week a fall of 5*L* in copper was most unexpectedly announced, the effect of which was to weaken a demand previously firm, and to produce doubt and uncertainty in the minds of many merchants, from which they had not recovered when a further fall—the one of Sept. 24—was announced of 4*L*. 10s. per ton, and an impression is now very general that a third may recovered when a further fall—the one of Sept. 24—was announced of 4*l*. 10s, per ton, and an impression is now very general that a third may be expected. The result of this is a suspension of many orders which would otherwise have been circulated, to the benefit of manufacturers and their week-paged.

would otherwise have been circulated, to the belief of their workpeople. I know not what object the smelters may accomplish by their very peculiar, and, happily, exceptional mode of proceedings. But this I do know, that a high price of metals, if continuous, would be preferred by the majority of English manufacturers; and, as one of the large consumers of copper in this town, I believe I can say with perfect truth that the continuous price of copper at 126L, from the end of 1853 to the early part of 1856, was a most satisfactory period both for exporters, merchants, and manufacturers, because a general feeling of confidence existed as to the then current price; and I am myself satisfied that the cost of copper to the manufacturer is quite a secondary object, in comparison with a continuous and uniform price. I shall take an early opportunity again to refer to this subject.—Birmingham, Sept. 29.

A MANUFACTURER.

ORE-BLOOM STEEL.

SIR,-I have forwarded to your office a few specimens of this steel, which is an entirely new manufacture, and combines in itself the peculiar excellencies of the best kinds of shear-steel and cast-steel. From the facility with which it can be worked, welded, and tempered, I believe it is likely to supersede most other kinds of shear-steel and welding cast-steel.

Coleford, Sept. 30.

ROBERT MUSHET. supersede most othe Coleford, Sept. 30.

(The specimens referred to may be inspected at our office by those interested. The steel does not differ in appearance from ordinary cast-steel of good quality; and as the metal can, it is said, be brought into the market at a very moderate price, there will doubtless, be considerable demand for it. Mr. Mushet has given much attention to the improvement in the manufacture of steel, and it appears that his efforts have at last been crowned with complete success. We shall be glad to describe the process by which the new steel is obtained.]

MANUFACTURE OF STEEL.

SIR,-Mr. Spencer has just informed the scientific public that very fine steel can be made by the Uchatius process, at little more than half the cost of the common method. For his edification, before he again reads a paper on this subject, I would call his attention to the fact of my having made and sold scores of tons of cast-steel, prepared direct from placings, page made and sold scores of tons of cast-steel, prepared direct from pig-iron, many years ago, and I subjoin one of the testimonials to its merits, from M. F Pawels, the great Locomotive Engineer, of Bruxelles:—

r aweis, the great Locomotive Engineer, of Bruxeties:—
"Molenbeck, Aeril 9, 1852.—Je me fait un veritable plaisir de vous inform sciers pour forets tarauds planes et crochets que vous, in avez fournis et prove labribue de R. Mushet, ont sous tous les rapports remplace avec superiorite les sciers Anglais que j'ai employés jusqu'a ce jour. Jevous falicite Monsieur d'esalise par cette nouveile fabrication.—M. F. Pawets."

Such is one of the many testimonials to my invention of melting granu-lated pig-iron, at one operation, into first-rate cast-steel. Mr. Spence tells us that the granules of iron, during this process, burst. I wish he tells us that the granules of iron, during this process, burst. I wish he would tell us why they burst. Truly, we live in an age of wonders, and a man must read hard to keep pace with the genius of the age. Not only must we know everything to be up to the mark, but we must be able to reason acutely upon nonentities, if we wish to read an important paper with éclat to a scientific andience. A few months ago the world was to be inundated with cast-steel, made under the Uchatius process, from Welsh coke pig-iron, at Ebbw Vale, and now the last refuge of the atomics seems to be in Newcastle and Swedish charcoal pig-iron—sic transit glo-ria mundi—and the poor bewildered gentlemen dare not accept my fair challenge for a trial of skill, because it would make such a bad impression on the public mind if I should beat them.

ROBERT MUSHET.

Coleford, Sept. 28. MANUFACTURE OF PIG-IRON.

SIR,-I have given the yields of coal and coke in the Welsh blast-furnace, in which was included the calcining kilns, and also the yields under the stoves and boilers. The same principle of economy is pursued with the boilers as that which I described in the stoves.

I am accused by Mr. Barr of losing sight of the subject, and he quotes by remarks on the Cleveland iron; that remark, I beg to say, had direct

ference to the subject in hand.

To illustrate the superior quality of pig-iron containing a large quantity of the metalloids and carbon, Mr. Barr gave us two analyses, one of cold-blast iron, and another of hot-blast iron, in which the percentage of iron was much greater in the latter than former; and from those two solitary examples deducts a law in iron metallurgy. It is not by solitary examwas much greater in the latter than former; and from those two solitary examples deducts a law in iron metallurgy. It is not by solitary examples that man has discovered the laws of Nature, but by an accumulation, and from an accumulated mass of information, he is able to reason on and deduct the laws of God. Mr. Wrightson has paid considerable attention to hot and cold-blast irons, and I will quote his analyses:—"Ten specimens of cast-iron made from South Staffordshire iron ore, chiefly west of Dudley—Average of four specimens of cold-blast iron yielded, iron, 94:90; other elements, 5:58: total, 100:48. Average of six specimens of hot-blast iron yielded, iron, 93:38; other elements, 6:96: total, 100:34. Giving an excess of carbon and metalloids of 1:38 in the hot-blast over that of the cold-blast iron.

Mr. Barr supposes I have a diseased imagination of the brain, because I quote from Gmelin the words of Berzelius; if the work of an eminent man, like Berzelius, is of no more value to us than to be sneered at, then I say throw chemistry to the dogs. Mr. Barr requests me to give reasons for condemning the reduction of sulphur by carbon. Sulphur is an element. An element is a substance that cannot be further divided in itself, consecutive teamer the reduction of sulphur by carbon. An element is a substance that cannot be further divided in itself, consequently it cannot be reduced by carbon, or any other element or elements. This was a slight mis ake with Mr. Barr while compiling his letter from Mr. S. B. Rogers's work, on *Iron Metallurgy*, altering the words and arrangement of sentences, so that he became very like a translator who did not understand the subject he was translating, and gave a different meaning to that of the original text. In the following letter Mr. Barr reverts to the subject, but comes back so close to the original author that the sense of the sentence is altered; and now for a comparison of the original and the would-be original. ould-be original.

B. Rogers, Iron Metallurgy, p. 235, 9th line from the metal to ca

Mr. S. B. Rogers, area measurery, in the metal to carry off the sulphur in the form of bicarburet, or if this fermentation be checked too "It there be not a sufficient dose of carbon in the metal to carry off the sulphur in the form of bicarburet, or if this fermentation be checked too soon, the result will be bad, and therefore unsatisfactory, in consequence of a greater or less portion of the sulphur remaining."

Mr. Barr, the would-be original, on the same subject—"Again, I state if there is not sufficient carbon in the pig-iron to keep up the fermentation in the boiling furnace until the sulphur is completely removed, as bicarburst of milenur." So

rburet of sulphur," &c. es me of recommending him to read Gmelin's Chemistry. I assure him it is quite a mistake. I did recommend him some elementary work, like Balmain's, but Gmelin would be to him like Greek to an English youth seven years of age. How is it possible that he could understand it when he yet believes that the earths undergo a process of combustion in the blast-furnace?

Mr. Rev. her. her.

bustion in the blast-furnace?

Mr. Barr has misconstrued several sentences in my letters, for example—"By alloying the iron with carbon and the metalloids (the carbon is good) to make the iron more fusible." Now, Mr. Barr has quoted this sentence more than once, but has taken care each time to omit, "the carbon is good."

I think it will be of no value to your readers to carry on this discussion with Mr. Barr, a gentleman who has quoted from Mr. S. B. Rogers in

with the affinities which it is needful to put in action in the iron--Newport, Sept. 27.

REDUCTION OF GOLD-BEARING QUARTZ.

-I have received several letters from friends, requesting me to state hat I consider is the lowest point, as also the highest, for grinding goldbearing quartz. I must, therefore, beg you to allow me to state them in your valuable Journal, which is so widely circulated, for one of my enquirers resides in British Columbia, another in Italy, and some in South America; all these parties say they have been watching the question of the reduction of gold-bearing quartz in the pages of your Journal, and that

reduction of gold-bearing quartz in the pages of your Journal, and that no one states this point.

I consider the lowest, or coarsest, grinding of ore for amalgamation is that which, when delivered for operations after having been ground in stamps, and arrastras or tahonas, as in Mexico; that such ground ore should pass through a sieve that has 40 holes per linear inch; all that would pass through a 35 holes to the linear inch would be by me considered to be coarse. For the fine, I consider 60 holes to the linear inch would be too fine, and cause the gold to lose its density, specific gravity, &c., and to become invisible, and float away unperceived in almost pure water; in very pure water it can be observed floating away, but as pure water, or that which is perfectly transparent after mixture with the amalgamated ore, is never the case, of course, the gold gets away unperceived; but such may be found by diligent search in the gullies of reducing works in gold-producing countries, and is found on the bed rock, sometimes several feet from the surface, as a greyish hard white powder, and when cut with a penknife the gold unamalgamated is seen by the help of a lense. The grinding of silver ores in the district of Zacatecas (Mexico) I found to be that which let little pass through a 40 holes to the linear inch sieve. That of Guanaxuato, also in Mexico, such that would let little through a 60 holes to the linear inch sieve.

There is considerable difference between grinding pure gold-bearing quartz, which does not contain above 3 per cent. of other minerals, such as pyrites, oxides of iron, or blue sulphurets. The ores of America, in general, that produce gold hold 35 per cent. of sulphurets, &c., all mineralogically arranged in mass, quartz, pyrites, blue sulphurets, antimonial silver ore. &c., and gold in the metallic state, but often so curiously mineralisty or ore. &c., and gold in the metallic state, but often so curiously mineralisty or ore. &c., and gold in the metallic state.

ralogically arranged in mass, quarts, pyrites, blue sulphurets, antimonial silver ore, &c., and gold in the metallic state, but often so curiously mine-rallised with the ore, that it would puzzle the best chemists and metallur-gists, and, indeed, has so, to know why it does not unite better than pracrainsed with the ore, that is wound plazes the oest chemists and metamargists, and, indeed, has so, to know why it does not unite better than practice shows to be the case with quicksilver placed to take it up. All works on chemistry state that quicksilver and gold unite at once. Well and good; but gold in ores is not purely metallic, but is almost always found as an alloy of gold, silver, copper, iron, and, in some cases, other metals; these prevent the union of the gold with quicksilver; to which must be added the chances a particle of gold has of never coming near quicksilver during the process of amalgamation. Parties can see this by taking some of the ore, and placing it in a deep white glass vial, and letting off the water, then observing with a lense the position of the different particles; turn the bottle every way, and observe the chances a particle of fine gold alloy has of meeting with the smallest globule off quicksilver—coarse grind the same class of gold ore, and it will be perceived, by acting in the same way with the bottle, that the gold gets down on the mass of quicksilver, and becomes in time covered with a coating of grey metallic powder; this is the quicksilver forming an amalgam with the brightest points of the rubbed alloy. Where red, or brownish-red, spots are observed, it will be found to be oxide of iron which is preventing the amalgamation, or the chance of it being formed. I trust these few observations may answer the questions of my ed. I trust these few observations may answer the questions of my ls, and hope they may afford a subject for discussion to your corndents, should I be incorrect in any of my statements.

Kensington, Sept. 27. JOHN H. CLEMENT.

UTILISATION OF PEAT-ECONOMIC MANUFACTURE OF GAS.

SIR,-Under the above heading you make some remarks on, and give a scription of, an apparatus for the manufacture of gas from peat, patented by Mr. R. L. Johnson, of Dublin. With your permission, I will also make few remarks on this patent. It is stated that the cost of gas per 1000 cubic feet is, for turf, wages, and lime, 4s., being exclusive of interest of capital, and of wear and tear. Now, assuming the cost of the apparatus, inclusive of buildings, to be 100l., and taking the consumption to be only inclusive of buildings, to be 100*l*., and taking the consumption to be only 1000 feet in a fortnight, or 26,000 cubic feet per year, as stated, interest alone will be at the rate of 3s. 9d. per 1000; and reckoning that one retort will last a year, and that the cost of renewal is 3*l*., this adds something like 2s. 3d. per 1000 more, making a total cost to Mr. Wilson of 10s. per 1000 cubic feet, at his present rate of consumption. But, assuming that this quantity was consumed per day, the cost would then be, with the increased wear and tear, 5s. per 1000 cubic feet. Then, with regard to the brilliancy of the light, I should imagine Mr. Wilson has no means of comparing it with other gas made on the spot; but the true way of testing its illuminating power is with the photometer, by which alone a comparison can be instituted.

Gas may be made from Scotch cannel coal in any part of Ireland, on a

Gas may be made from Scotch cannel coal in any part of Ireland, on a imilarly small scale of plant to that of Mr. Wilson's, inclusive of cost of cannel and fuel, labour, wear and tear, purification, and interest on capital, at 6s. per 1000 cubic feet as a maximum; and with two burners, each consuming equal quantities of peat and cannel gas, the illuminating power of the latter will be three times greater than that of the former; and I am prepared to prove that in any part of Ireland I can produce from cannel coal the same amount of light as may be obtained from a similar quantity

of peat, at half the cost.

As to the invention itself, I would not deny to Mr. Johnson the merit
of having laboured hard to turn the bogs of Ireland to good account; but
it appears to me he did not make himself sufficiently acquainted with what

others had done before him.

The plan, as described in your Journal, is precisely the same as was practised some twenty years ago by several persons in this country. With peat, wood, and several other substances, decomposition takes place very quickly when they are subjected to destructive distillation, and to such an extent, as that a considerable quantity of the vapour, which ought to be converted into a permanent gas, condenses in the form of tar, and it contains illuminating matter, which peat gas can ill afford to spare. This fact has engaged the attention of many gas engineers for the last 25 years, and various methods have been adopted to arrest the condensible vapours, or rather to hold them in the retort until that which otherwise would be had done before him or rather to noid them in the retort until that which was delivered in a gaseous state. In Peckston's Practical Treatise on Gas Lighting, a description of the arrangement for this purpose is given, and called a "regenerator;" and at least 20 other persons have patented some method having for its object what I have just described. Some of them have a separate small retort fixed over a larger one, through which the vapours generated in the bottom retort have to pass.

which the vapours generated in the bottom retort have to pass. Another has a small retort placed inside a larger, and others, again, have a large retort, with a diaphragm or diaphragms extending from the mouth to within 6 in. of the turther end, and placed within 6 in. of the top.

Unfortunately, I speak of this latter arrangement from experience; for some six years ago, I was foolish enough to offer to the gas company of this place to erect a new bed of retorts, and guarantee them 20 per cent. increase, or have nothing for the alteration. My offer was accepted, and the arrangement I had here was a retort with a diaphragm, the top compartment being filled with coke; and at the end of the lower portion I had ent I had here was a retort with a diaphragm, the

an iron box, filled with scraps of wrought-iron, through which and the coke, when red-hot, the whole of the crude gas as generated had to percolate. I confess I fully expected a considerable increase both in the quantity and the quality of the gas, but I was sorely disappointed, for the increase was not 5 per cent., and the cost of obtaining this increase in extra fuel, extra labour, extra wear and tear was considerably more than the value

every letter that has appeared on this subject, but in an ungentlemanly-like manner, by not giving up his author. "Honour to whom honour is due." I will give one more example, which I think will be sufficient; there are plenty more in store if required, but those of your readers who desire to gain further information on the subject I recommend them to read Mr. S. B. Rogers, the most concise and valuable work on iron metallurgy. Mr. S. B. Rogers, the original, p. 220, 12th line—"This combining the iron with carbon, and then getting rid of it, as a sort of nuisance, may certainly appear a ridiculous mode of proceeding in the manufacture of wrought-iron, to parties unacquainted with the affinities which it is necessary to put in action in the iron-smelting furnace."

Mr. Barr, the would-be original, on the same subject—" Combining the iron with carbon, and then getting rid of it, may seem a ridiculous way of proceeding in the manufacture of wrought-iron, to parties not acquainted with the affinities which it is needful to put in action in the iron-smelting with the affinities which it is needful to put in action in the iron-smelting the manufacture of wrought-iron, to parties not acquainted with the affinities which it is needful to put in action in the iron-smelting the manufacture of wrought-iron, to parties not acquainted with the affinities which it is needful to put in action in the iron-smelting in the manufacture of wrought-iron, to parties not acquainted with the affinities which it is needful to put in action in the iron-smelting the manufacture of wrought-iron, to parties not acquainted that the diaphragm regenerating retorts had to remove, and I felt conwinced that the diaphragm regenerating retorts had to remove, and I felt contwo others for large paper manufactories, I had to remove, and I felt conwinced that the diaphragm regenerating retorts had two others for large paper manufactories, I had to remove, and I felt contwo others for large paper manufactories, I had to remove, and I felt con-

and these materials are extensively used in many parts of Germany. At this moment I am engaged in the erection of works for a large factory at Moscow, where birch bark will be used for gas extraction. Mr. Johnson may and will, I have no doubt, light many small towns in

Ireland with peat gas, and I certainly wish that he may succeed, but I venture to state that sooner or later coal alone will be the material used in them all, wherever erected in that country; or if not, instead of the "regenerative" system, the peat will be distilled in the ordinary way, and mixed with some one of the rich cannels with which Scotland abounds. generative" system, the mixed with some one of St. Neots, Sept. 30.

ZENNER'S ROTATING BUDDLE.

SIR,-I omitted in my last letter to touch on one point of the comm dication of your correspondent, "R. S.," in your valuable Journal of Sept. 18; and I beg to assure him that I have the fullest confidence in my patent machine, as being the best and cheapest, as well as the simplest and most easily managed, apparatus for dressing slimes, &c., however fine and difficult they may be to dress, or how tough and tenacious. This con-fidence is not the result of a mere opinion, but is based on ascertained facts; it being quite patent to anybody who may take the trouble to exa-mine them at work, after they are in good working condition. The back-wardness of Cornish miners to adopt them I cannot understand, though I

wartness of control them I cannot inderstand, though I may put it down to an overdose of caution in their composition. I have been told very often—"I should like to see it at work."

That I have confidence in my machine I have proved, by applying for some old tin waste heaps, where I intended to erect some of my machines to dress them over again, but I have not even succeeded in that, which I cannot comprehend, as it cannot be construed to the discredit of anybody, nor dressed profitably except by such cheap and efficient means as my machine.—Newcastle-on-Tyne, Sept. 29.

D. Zenner.

STEAM BOILER ASSURANCE COMPANY.

SIR,-I quite agree with your remarks upon the importance of an instiration for giving a recompense to the representatives of those who are fortunate enough to lose their lives through boiler explosions, and shall, therefore, do all in my power to aid the society by assuring, and advising others to assure—that is, of course, if the premiums be not exorbitant. There appears something so bonâ fide in the prospectus that I at once felt confident the company would confer much benefit both on boiler owner and the workman. In your notice last week you refer to Mr. Samuel Nicholson as having been the originator of the idea upon which the undertaking is founded, yet I do not see that his name appears in connection with the concern. Now, surely a man who has sufficiently studied the subject of boiler assurance to devise a scheme which seems to offer so many advantages is well able to undertake the management of the company; and I think that his name in connection with it would give additional satisfaction both to assurers and intending shareholders; for, however much we may respect patrons and trustees, we must recollect that they have little voice in, or responsibility for, the management of a company.

I know no undertaking likely to prove more remunerative to the shareholders than a well-conducted steam-boiler assurance company. There is sufficient novelty in the idea to ensure an ample amount of business, whilst the fact of being first in the field is another item in its favour. I can assure the projectors of the company in question that it is not Englishmen others to assure-that is, of course, if the premiums be not exorbitant.

the fact of being first in the field is another item in its favour. I can assure the projectors of the company in question that it is not Englishmen alone who are anxious for the success of the undertaking, but all who are in any way concerned with the use of steam. A guarantee that the inspection will be ample, and that claims will not be disputed without cause, with a just and equitable rate of premiums will, I am convinced, ensure the company as fair a proportion of patronage on this side of the Tweed as on the other.—Glasgore, Sept. 27.

J. W. R.

SMOKE-BURNING LOCOMOTIVE ENGINES.

-I have no personal knowledge of the "smoke-burning" locomo ive engine built by Vernon, of Liverpool, about the year 1839, relative to which your correspondent, "J. E. D.," asks me for information, but his description of it induces me to think that it may have been constructed description of it induces me to think that it may have been constructed under the specifications of patents No. 7306, granted to John Chanter and John Gray, dated Feb. 17, 1837, and No. 7805, granted to John Chanter and John Grantham, Sept. 13, 1838; particularly as John Gray and John Grantham are described in the specifications as engineers of Liverpool. With respect to the holes in the doors, it is very likely that "J. E. D." is correct. I have assurance from other quarters that such doors were used before the patent of 1823 was granted to Mr. C. Wye Williams.

On this subject, I may incidentally observe that I am making the patent Regulating Air-Doors for locomotives.

J. Lee Stevens.

Regulating Air-Doors for locomotives.

1, Fish-street-hill, Sept. 27.

SMOKE-PREVENTION PATENTS.

SIR .- Mr. Charles Wye Williams adopts the above heading in his last etter, and I am happy to pursue this part of our controversy under the ame title. It gives me pleasure also to observe how much in that letter he has moderated his tone towards me, because it encourages the hope of he has moderated his tone towards me, because it encourages the hope of my not having again to notice those useless and unprovoked personalities, which, as your correspondent, "D. H.," very justly remarks, cannot but cause the discussion to lose its interest in a scientific point of view. Indeed, if I could have foreseen the unexpected change that has occurred, I would have foregone writing off the outstanding personal account opened by him in your columns, by withholding the items with which I balanced it up to last week. The facts, of course, I could not vary.

Nor is it without gratification to discover that Mr. Williams, argumentatively speaking, has merged his attack upon my patent into a defence

tatively speaking, has merged his attack upon my patent into a defence

of his own.

Everything Mr. Williams alleges against me, as an error in respect of his 1839 patent, had been anticipated by me. I need not recur now to what has already received ample consideration and confutation. All that I originally advanced in defence of my own patent right, so directly and deliberately impugned, I have proved by reference to indisputable documents, chiefly published by my opponent himself. That evidence has been fully endorsed by competent authority; and coincidentally with the suggestion of "D. H." I have proposed to Mr. Williams (in the event of his remaining unconvinced of his mistake) to refer the practical decision of the question to a court of law.

aestion to a court of law.

At the conclusion of the letter I refer to Mr. Williams states tion to give your readers figures illustrative of the manner in which his "perforated plate distributors were applied to the door end alone" in the experiments at Newcastle-on-Tyne. As this promise will doubtless be redeemed in the present or next week's Mining Journal, I await its fulfilment before I go into any discussion of the superiority or otherwise of my patent Regulating Air-Doors.

In the interim, as the real utility of an invention is fairly exemplified

by the results from its use, and as such results may with equal justice be re-ferred to in contrasting that invention with any other under a considera-tion of their relative superiority. I beg the favour of your giving curretcy to the following copies of reports recently received:—

1. From the screw steam-ship Prince of Wales, belonging to the PA CIFIC STEAM NAVIGATION COMPANY, Liverpool.

Screw Steam Ship Prince of Wales, Madeirs, Aug. 4, 1852.

Sig.—I have much pleasure in acknowledging the efficiency of your PATEST ROULATING AIR-Doors. I need only add I have run from Liverpool to Madeiru in six days twelve hours, without the least occasion to clean sixts. The consuming of Stoke, coaling of Stoke-room, and Saving of Fuel is quite evident by their use. Yours, &c. (Signed) WH. Herrer. Chief Engineer. (Certified) W. H. ELLIS, Commander.

2. From the paddle-wheel steamer Tonning, lately belonging to the

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g of Europe Steam Navigation Company, and now trading un

Paddle-wheel Steam Ship Tonaing, Lowestoft, Sept. 11, 1869.

Isn glad to write you on behalf of your PATENT AIR RESULTATION Doors, as the best application of the kind that I have ever met with. I have had them for two vorages between this port and Tonning, and they continue to give me greeney resource is 2 list. more on the voyage—namely, 12 lbs, instead of 10 lbs are the property of the propert

careful pressure a 10s. Index on the voyage-manely, 1216s, instead of 1016s. To a pit 10 lbs. now, but before I had your doors I could not maintain more at that 12 lbs. The state of 1016s and 1

gine Company's Seasons, with a Copy, as follows, or a final report to 1920;—In continuation of my previous reports relative to Mr. Stovene's patential Arthropora, I have to state that they have given me entire satisfaction, both chosen, on the voyage to Calcutta, now completed. They certainly comonises the being required in feeding the fires; and are of great assistance in maintaining with less about to the men. Our ventilation in the stoke-hole is much in and the absence of fame in the Jannel is an assurance against fire.

In gratiemen, your obedient servant, C. RICHARDSON, Chief Engineer.

S. Cockey and Co., 94, King William-street.

greetificates of a similar nature will soon be available to me, and will follow, despite the petty feelings of those who, will not "live like."—1, Fish-street-hill, Sept. 29.

J. LEE STEVENS.

INERS' INSTITUTION OF CORNWALL AND DEVON.

following letter, addressed by Mr. Robert Hunt, of the Museum of Geology, to Mr. Robert Were Fox, was read at the Exhibition Royal Cornwall Polytechnic Society. Some remarks thereon appear

gais Geology, to Mr. Robert Were Fox, was read at the Exhibition glogal Cornwall Polytechnic Society. Some remarks thereon appear gher column:—

gher column:—

formwall to introduce scientific education amongst the mining into have not been sufficiently successful to lead to the permanent lightent of a mining school, they have each of them furnished proofs doe is a desire for the kind of knowledge which it was the purpose se establishments to teach. My own experience, gained by intimate emication with the miners of the county, yet more strongly convinces at an all sides it is felt, with the continually increasing difficulties ining, there is a necessity for that additional knowledge by which they are successfully overcome. The agents and the miners have by shimted that they should themselves be glad to possess a better minimate with mechanics, mineralogy, and chemistry; and that they divide if it came within the limits of their means to afford their the opportunity of acquiring those kinds of knowledge. It may appear to the successfully overcome. The agents and the miners have been always and an advantage of the desire for knowledge on the part of the gopulation of Cornwall. Beyond this I do not intend to offer a six on the past experiments, my desire being to improve by the expertence of the successfully of the property variety of scientification, within the reach of all. One and All' is the motto of the yield by high those advantages, which belong to every variety of scientification, within the reach of all. One and All' is the motto of the yield the property of the season of the desire of the property of the propert

2 That this institution shall have as members—mine agents, working

In this institution shall have as members—mine agents, working lars, mine proprietors, smelters, assayers, &c., and such scientific men have paid any attention to those branches of science which directly bear on practical mining and metallurgy.

3. That subscriptions shall be so adjusted as to be within the means of a joung miner, or the clerk in the counting-house, and that donations may sught, in addition to the annual subscriptions, from the other classes of embers. The 'One and All' operation of numbers being required, I have been subscriptions should be arranged upon an exceedibly low scale.

4. The objects: Periodical metallic and the subscriptions of the subscriptio

The objects: Periodical meetings, at which papers might be read and in; those being confined to points of science bearing on mining or on allurgy. That plans and sections of mines should be collected and erred. That a collection, showing the modes of working in other losies, should be obtained. That drawings, or models, of mine machifies, should be exhibited, and as far as possible all modes of eral exploration illustrated. reserved al exploration illu

nieral exploration illustrated.

Taking each of the mining centres of Western England, I would propose o establish local committees in each. They should meet as frequently as night be thought desirable, and carry forward in their respective localities he objects of the body. That from these local institutions communications, &c., should from time to time—everythree or six months—be made of a general meeting, which should be held, at different times, in one of meetings there can be but little doubt the Mechanics' and Literary Institutions would be available; and for the general ones I believe there would be little difficulty in obtaining the co-operation of the county institutions. le difficulty in obtaining the co-operation of the county institutions, ain, education of the miner, old and young, is the great object in To effect this I would propose that the council or general committation is absuld be chosen from the body, by themselves, should selecting to the income at their disposal, one or more well qualified persons, build associate himself, or themselves, with the local committees, and difficulty in obtain, education of all

organise classes and arrange lectures at such times, and in such places, as might be determined on. Everything depending on the amount of support which such an institution would receive, it is not possible, nor indeed is it expedient, to do more than inducate arrangements. A Miners' Institution Journal, like those published by the South Wales Institute and the Institutions of Engineers, at Newcastle-on-Tyne, might be issued periodically. I trust I have said enough to indicate to you sufficiently the idea which has for some time been floating in my mind, and which I desired personally to bring before the Royal Cornwall Polytechnus Society at its annual exhibition. My official duties, unfortunately, prevent my doing this, and, therefore, may I request the favour of your reading this letter, or of explaining my views in my absence. From the interest which you have ever taken in education, I leave the whole entirely to your judgment. My object is, and it has ever been one dear to my heart, to impart to the miner every advantages which science can give to mining, and to induce the miner, in return, to give to the man of science the great advantages of his practical observations. The benefits to be derived from such an organisation would be mutually large, and I pray that 'One and All' may agree upon some method of realising this great good.

London, Sept. 27.

ROBERT HUNT, F.R.S., Keeper of Mining Records."

MINING SCHOOLS, AND CORNISH MINERS.

SIR,-As in some late numbers of the Journal you have published letters and even leading articles, condemnatory of the conduct of Cornish miners in neglecting to support the late Mining School at Truro, I beg space to endeavour to show what it is considered the Mining School in Jermyn-

Six,—As in some late numbers of the Journal you have published letters, and even leading articles, condemnatory of the conduct of Cornish miners in neglecting to support the late Mining School at Trunc, I heg space to endeavour to show what it is incusived the Mining School in Jermynstreet is toling, and what its institution in other places would be, therefore, which some of the reasons why the miners could not support the Johns, the stabilishment in Jermyn-treet is douting a number of young men, who never did a day work in their lives, to make them to fall statistics in their of life only by practiced men, because it is probable the only practice they have ever had has been their raining in school, and, perhaps, a mineralogical tour. And antionopt their mining in school, and, perhaps, a mineralogical tour. And antionopt their mining in school, and, perhaps, a mineralogical tour. And antionopt their mining in school, and, perhaps, a mineralogical base discussed introduction of examination and been disminsted, have had been discussed, where had been described through the orders of examination and been disminsted, have had had been discussed, when had been described by the practice is sift, the summer of order them, we have no active that, although this was a supposed to be transack, what is the sare of raining the propers of the proper

when, is any instead of imparting instruction to the working miners of Cornwall, the reverse is the result, then no one has any room for surprise at the mining population of Cornwall standing aloof from such projects.

**R. Torontal standing aloof from such projects.

**R. Torontal standing aloof from such projects.

**Torontal standing aloof from such

men will be found some of superior minds, which, if the means of cultivation opened to them, will soon take a high stand above their follows.

Let the Cornwall School be re-established in any populous mining district witndents can attend, without the necessity of doing what the miners cannot affing from home; and where those engaged in labouring in the mines can at their hours of leisure, with admission upon such terms as the miners can And we may safely predict a very different issue than beful the defunct scho Sept. 16.

A Mixe

SUBSTITUTION OF COAL FOR COKE IN LOCOMOTIVES.

SIR.—I was much surprised to see in the last few weeks' papers several articles, without the parties who sent them stating their knowledge of my apparatus for burning coal in locomotives in the most perfect manner, and without producing a particle of smoke, which I applied, many years ago, to a considerable number of locomotives on the following (and many other) railways:—The Midland Counties, the North Midland, the Derby and Birmingham, the Leeds and Manchester, &c., and they all gave the most perfect satisfaction. The "Bee," on the Midland Counties Railway, was the first locomotive in the kingdom to which my smoke-consuming furnace, or any other, was ever applied; it worked for a long time on that railway, and Mr. Josiah Kearsley, the chief engineer thereof, sent one engineer on his behalf (Matthew Dredge), and I sent another on mine (William Smith), to superintend the weighing of the coal, and other matters relating to the furnace and the engine; and one out of many of their reports was as follows, a similar one having been addressed to Mr. Josiah Kearsley:—

Midland Counties Railway, Oct. 2, 1341.—To Samuel Hall, Esq.: Having tested your patent for the consumption of smoke arising from coal upon the "Bee," one of the engines employed on this railway, we can state that the same answerd completely, and that the cost saving effected by burning coal instead of coke is in the following proportion:—viz., 1007. cost in coal will divive as many miles as 2357. cost in code.

MATTHEW DREDGE, Engineer to the Midland Counties Railway.

WILLIAM SMITH, Engineer to the Patentee, Mr. Samuel Hall.

The above report was confirmed by the following letter, addressed to SIR,-I was much surprised to see in the last few weeks' papers several

WILLIAM SMITH, Engineer to the Patentee, Mr. Samuel Hall.

The above report was confirmed by the following letter, addressed to me by Mr. Josiah Kearsley:—

Midland Counties Railway Engine Works, Derby Station, Oct. 13, 1841.—My Dear Sin: Our board instructed me yesterday to communicate to you that they have decided that I shall arrange with you for the application of your apparatus to another of our engines. I shall, therefore, be very happy to see you on as early a day as you can arrange, to decide all points respecting the same.—Jos. Kransley.

I have some further original information to lay before you, which I am very desirous to have inserted in your highly esteemed Journal, if you think it worthy of perusal by your numerous readers. SAMUEL HALL. 19, King's Arms-yard, City, Oct. 1, 1858.

ROMANS IN WALES.

SIR,-In Merionethshire, from three to eight miles distance northward SIR,—In Merionethshire, from three to eight miles distance northward of Dolgelly, lies, in four different places, old Roman smelting hearths, together with their natural slags, or dross, scattered round their old laystalls, &c. In one of these places the slags are much coarser than in the others. When these are broken, pieces of wood or charcoal appear in their middle, without the effect of fire upon them being visible. One place is noted in Welsh history—the Murdun Coch-yr-Aur, so called even to the present day—that is, a rubbie, or rubbish, of old rulnous houses and walls fallen to the ground, &c. One old smelting place lies on the south breast of the Mountain Eapy, or the Moci Espy Mine sett, opposite Lianelityd. By all accounts great quantities of metal have been raised here; but at present the old shafts, trenches, and levels are run in. The other place lies a little westward of Glasdir Mine; the third within half a mile of the Dolorwynog Mine; and the fourth a little eastward of the East Cwmheisian Mine. All lie on the border of or near the Avon, or River Mawddach. An old Welsh bard terminates a pennill, or epigram, respecting gold in his time, thus—Hynod wp pawb am her aur.

By this, and taking a little sketch respecting the old history of Wales, there is no reason to doubt but that the Romans were, in this circumference, as well as in many other parts of Wales, smelting and extracting different metals, &c. For example, Cymmar Abbey, but by two other princes—Meredydd and Griffith, the sons of Coman and Howel.

The son of Griffith lived about the year 1198. In the Charter of Lievelyn, in 1209, is mention of their benefactions, of his own, and of the boundaries of the abbey lands, which shows it had been founded by other persons. This charter is most ample, defining rivers, lakes, and sea; birds and wild and tame beasts; and all things under and above the lands sogranted; and giving liberty of digging for metals and hidden treasures, all which was signed in the presence of Easa, the then abbot, and other r of Dolgelly, lies, in four different places, old Roman smelting hearths, to-

Acc. A little distance northward of Cwmheisian, on a common, is the noted Sarn, or Livyb Helen, the causeway, or path, of Helen, a road supposed to have been made through part of North Waies by Helena, daughter of Eudda, or Octavia, and wife of the Emperor Maximus (see Rowland, 165).

This road is now entirely covered with turf; but, by the rising of it, it is in most parts very visible. Beneath are the stones which form it, and extend in all its course to the breadth of 8 yards. There are tunnil near it in various places, it being very usual for the Romans to inter near their highways. Close to the part in question is one in which were found five urns. The whole materials of it are composed of burnt earth and stones, with several fragments of bricks, which had been placed round the urns to keep them from being crushed, &c.

Not far from Liwybr Helen is Frysor Castle, a very singular little place. Situated in a pass between the hills around its summit had been the wall, whose remains are visible in several places, and in one has the appearance of a round tower. The facings are very regular, but the work destitute of mortar. Notwithstanding this the castlet is probably Roman, for multitudes of coins and urns were found about it. The name explains the cause of the want of lime in the walls, "Castell Prysor" signifying a castle made in haste; so that there was not time to prepare the usual cement. A little distance from Prysor Castle is a fine Roman camp, which is surrounded with a ditch and bank, and around its base is a deep ditch. This camp is called Tonumer-y-Mur, or the mount within the wall. Coins and urns were stream that the and bank, and around its around the surrounded with a ditch and bank, and around its have in a deep ditch. This camp is called Tonumer-y-Mur, or the mount within the wall. Coins and urns were stream to the high around the place as a deep ditch. This camp is called Tonumer-y-Mur, or the mount within the wall. Coins and urns were stream to the high and the place as the former. Sam Helein

WHEAL POLMEAR.

that our forefather Noah was able to complete a larger vessel in some respects (Noah's) in his day, so early in the world's history, I agree with your correspondent that it disgrace to the British public to allow the Great Easters to lie in her present con-

Ark) in his day, so early in the world's history, I agree with your correspondent that it is a disgrace to the British public to allow the Great Easters to lie in her present condition, supposing there were no particular uses requiring her completion.

I view a national diagrace to extend beyond the frozmasters and a few sea-port towns, however, for I think it may cover from the members of the Government individually down to the lowest subject who can spare a penny, when it is considered what the penny has done. The writer says the Atlantic cable is now laid, and the great ship is a shillings are numerous enough to pay present expense connected with the ship; but, alsa! the cable may need to be entirely lifted, or, if not, more cables will have to be laid. We have heard of the boasting of Brother Jonathan for the small share he had in the matter, to an extent as though he had done the most of it. Let John Bull take a lesson, not only to continue his prudence in waiting a successful operation of cables before rejoicing over it, but henceforward provide means to keep the rejoicings all to himself. And in what way can he do it better than by furnishing himself with the means of finishing the Great Eastern. And seeing the shareholders cannot afford more funds, let John Bull provide them national assistance, and prevent his neighbours from taunting him that he began a job he cannot finish, to set the ark hereafter to lay the cables, in company with the Agamemann, for which I move that a national penny subscription be set going, to be handed over to the directors of the Great Easters company, to prepare for laying fature cables; but I leave it to more able hands to second and carry it out.

Sept.14.

WHEAL EDWARD, AND ITS PRESENT MANAGEMENT.

Six,—Six months ago a meeting of shareholders in this company was held, when it as recommended by the committee, and carried unanimously, that the purser's salary

should be increased one gaines per month, for his great attention to the interests of the company, and the business-like manner in which he conducted the affairs of his department. At the meeting of shareholders, on Thursday, he was summarily diamissed, for having, as is stated, written an impertinent letter to the commutitee with respect to the communication of the Wheal Arthur adit level with this mine, he being purser of both mines, and has held that position for many years.

The committee, it appears, felt indignant at the purser's letter, and they resolved to submis it to the meeting of shareholders on Thursday last. They did so it is true, but who were the shareholders present comprising that meeting? Why, three committee men (out of five), holding only 141 shares! and two other small thursholders—one holding 20 and the other 10 shares, thus making the total number of 271 shares to vote out the purser. The mine, be it understood, is divided into 4096 shares; the absent shareholders were 3714!

Now, Sir, I sak you, and the mining public generally, is this right? Should such

holders were 3714!

Now, Sir, I ask you, and the mining public generally, is this right? Should such things be tolerated? So far as the purser's letter being taken into consideration, I say it was a proper and manly letter, and I feel quite sare that any disinterested person will say the same. While my pen is in my hand, I say it is high time the shareholders were up and doing. For the last six and even nine months promises have been made as to profits. What is the resuit? Why, a loss on the last three months 'working of 584, 7s. 104. What may the next three and future months be? At the meeting on Thursday, I stated that so call ought to be made, but it was replied "that a call had never entered the committee's head;" but I can safely suffirm it will soon enter the shareholders' pockets. This is not my omition along, but the conion of practical and experienced agents of long-

INVESTMENT IN SLATE QUARRIES.

Str,-The preliminary prospectus of the Braich Du Slate and Slab Quarry Company has just been issued, it having been arranged to raise a capital of 20,0007, in shat 21. 10s. each. The quarries are situate in the parish of Maentwrog, held direct from 21. 10s. each. The quarties are situate in the parish of Maentwrog, held direct from the Crown, at a royality of 1-12th. The extent of the property is two acres, and it is estimated that 50 tons of slates and slabs may be turned out weekly. A peculiar arrangement with regard to the issue of shares has been made, which have been been did at may prove to the first shareholders, would probably be a serious obstacle in the event of capital beyond the first subscription being required. In the first instance, 500 shares only are to be issued, and the holders of those shares are to have the power to issue the remainder at their discretion; this is a system which has given universal satisfaction on the Continent, as it enables those who first embark in the speculation to obtain a larger proportion of the profits if success attend their operations, and admits of additional capital being obtained if it be apparent that the prospects of the concern are as good when the new capital is required as when the previous capital was subscribed. But in the prospectus of the Braich Du Company a clause follows which cannot fail to neutralise any good that might accrue from the continental arrangement: it is provided that "In the articles of the company it will be stipulated that, until dividends at the rate of 10 per cent. be paid to the holders of the first 500 shares, and which shall be considered as preferential shares, that no division of profits be declared; and that the surplus profits beyond the 10 per cent. shall be divided into two equal parts, one of which shall belong to the promoters and present lessees, and the others shall be distributed as a bonus to the shareholders."

Now, I must request the promoters of the Braich Du Company to explain how their Now I must request the promoters of the Braich Du Company to explain how their Now I must request the promoters of the Braich Du Company to explain how their profits beyond the 10 belong to the promote ius to the shareholders

shall belong to the promours and provided a bouns to the shareholders."

Now, I must request the promoters of the Braich Du Company to explain how their scheme can possibly work, and how the whole of the shares issued can be preferential? What preference can there be when all the shareholders have equal privileges? and if more capital be required, who could be found to supply it upon less advantageous terms to themselves than those enjoyed by the former shareholders? There is certainly novelty in the idea, and it should, therefore, receive some attention, but the principle upon which it is to work must be more clearly set forth.—Cuy, Oct. 1.

INVESTOR.

Meetings of Mining Companies.

THE DALE MINING COMPANY.

eting of shareholders was held at the London Tavern, Bishops Mr. J. Proctez in the chair.

Mr. BRUNTON (the secretary) read the notice convening the meeting, and the the last, which were confirmed.

Balance in favour of company £ 635 14 5

long prove to be a rich and lasting mine.—R. Niness.

Mr. Jakes moved the adoption of the report, and observed that Capt. Niness was in attendance, and would answer any questions.—The resolution having been seconded, Capt. Niness, in reply to a question, said he was much disappointed that they had not cut the Pipe in the 43, which he fully hoped to do by this meeting. With the exception of the Sabbath, the men were at work night and day. They went into the mine at 10 colock on Sunday night, and worked until 12 o'clock on Saturday night. He should not be surprised if they had cut it by this time, and the consequence would be they would have a very rich lode.

A Shareholder explicitly the same indications as in the Ecton Mine.

A Shareholder explicitly the same indications as in the Ecton Mine.

A Shareholder considered it would be satisfactory to the shareholders to send round an intimation when the Pipe was cut.—Mr. Bruttons said it was his intention to forward the information as soon as possible after he received it.

the information as soon as possible after he received it.

Mr. JAKES said the instant the directors knew of anything of importance it would be forwarded to the shareholders.—The report was then unanimously passed.

The CHAIMMAN proposed that the statement of accounts be taken as read, and approved and passed.

proved and passed.

Lieut, Warnow objected to the accounts being passed whilst the item remained of 10001, for the New York engine. He contended, at some length, that they had no right to pay for it, and moved as an amendment—"That the accounts be not received until a satisfactory explanation be given of the 10001, charged for the engine, &c., at the New York Mine."—Mr. Scionan seconded the amendment, and upon a show of hands six were in favour and four against.

York Mine. — Mr. Soloman seconded the amendment, and upon a snow or manus alwers in favour and four against.

The Cuantsan said although they could carry it by a large majority if the votes were taken in accordance with the Articles of Association, he should not act upon it, but allow the amendment to be carried.

Lieut. Warsow said he should propose a resolution that the opinion of counsel be taken as to whether they were liable for the agreements mentioned in the Articles of Association. The Cuantsuan observed that the directors were the largest holders, and of course if they could get rid of the amount they would be proportionately benefited. He was quite willing the opinion of counsel should be taken, and in fact Mr. Watson was only taking the matter out of his hands, by proposing in other words what he had suggested. Mr. Jains said if the Pipe had been cut all these differences would have been settled, as he believed they would have one of the richest mines in the kingdom.

Lieut. Warsow proposed that three shareholders should confer with the directors in assisting to draw up the case for the opinion of counsel.

A Starksutoper considered that there was no necessity for a committee. The question was very simple.

Lion was very simple.

Mr. Struss (the solicitor) would prefer having a committee appointed, as being more

all parties. on them moved the following resolution:—That, in order to ascertain

ompany are liable for the 1000*l*, claimed for the machinery at New York for cartain covenants and agreements made by the vendors of the Dale themselves in the years 1885 and 1886; it is the opinion of this meeting ors should forthwith take the opinion of counsel as to the liabilities of the dine amongst themselves in the years 1855 and 1856, it is the opinion of this sesting that the directors should forthwith take the opinion of counsel as to the liabilities of the resent company under the said coverants and greenests; and that a committee of three hareholders be now named to confer with, and sasts, the directors and soliciter in draw, my up the case.—Mr. Struss seconded the resolution, which was unanimously carried.

The board of directors of this company held their first meeting on Wednesday, at th White Hart, Alton; Mr. J. Smith Richmond, the Chairman, presided. The other di White Hart, Alton; Mr. J. Smith Richmond, the Chairman, presided. The other directors, Messra. J. Bourne, Gillespie, Phillips, Weston, and Hoimes, with the solicitor, Mr. Daniel; manager, Capt. Niness; and Mr. Brunton, attended. Before commencing the ordinary business several of the directors visited the mine, and examined into the progress of the works, and returned well satisfied with the exertions of the manager and workmen since the last meeting, on Aug. 31, and produced several extraordinary flue specimen of copper ore extracted from the mine during their stay. The manager explained his views as to the future working of the shafts, and reported that he was now sinking upon a lode 4 ft. wide, at the bottom of the old shaft, 12 in. of which was composed of the very finest copper ore he ever saw produced from any mine in the kingdom. In fist, he considered there was nothing to equal it either in Devon or Cornwall; and he expressed his confidence in the opinion aircady given, that the further this lode was followed the ore would increase in thickness and improve in quality, and at the same time he should be intersecting other lodes of equal, if not superior value. Considering the short space of time, only since March last, that it has taken to develope the resources of this valuable property, it would seem almost incredible that such a mine of wealth should have been so long unexplored. The directors gave the requisite instructions for the completion of the dressing-floors, surface drains, and other works, so as to add to the comfort and convenience of the workmen employed, and to provide, as far as practicable, against the surface water penetrating into the mine, which, judging from present appearances, was considered to be highly improvable. add to the comfort and convenience of the workmen employed, and to provide, as far as practicable, against the surface water penetrating into the mine, which, judging from present appearances, was considered to be highly improbable. Before the next meeting of shareholders, which is fixed to take place at the White Hart, Uttoxeter, on Wednesday, Oct. 27, the manager stated, most confidently, that the mine will have yielded some tons of ore, of several hundred pounds value. Altogether the proceedings at this meeting were of such an unexpected and satisfactory character that the directors could not separate without congratulating the neighbourhood upon the prospect of adding so much real benefit, by the regular and constant employment, at good wages, of a numerous class of able bodied workpeople, which the speedy development of the property is calculated to afford. Upwards of 2740 additional shares were applied for before the meeting broke up.

WHEAL EDWARD MINING COMPANY.

The quarterly meeting of adventurers was held at the offices of the compliants,

Mr. J. E. MATHEW in the chair.

Balance in favour of adventurers..... £ 43 16 1

auras, which, I regret to say, are very much behind, owing to the continued ill-success and disappointments in the tribute department on the north lode, combined with the eads, shaft, &c., not having made any returns against the cost of working; also having had a great deal of expensive work to do on the south lode, in making the necessary communications for opening up the ore ground. The standard has also been against us. In describing our present position, I would first call your attention to the ribute department on the north lode, which is very limited at present, the produce of which will be but little over 20 tons of ore for this month, and we cannot look forward for a much larger quantity to be raised in October without fresh discoveries. The south lode is, however, getting into an economical state of working, and I consider we can return 70 tons of ore per month from this part of the mine for many months to come without fresh discoveries being made; and if the ore hold down in the winze which is now being sunk below the 71, on the north lode, we may calculate on returning about 85 tons per month from the tuttwork operations, which, together with other resources, will form an estimate of about 100 tons per month for September and October, against a cost of about 6001, per month. The following is a summary of the work which I beg to recommend doing during the quarter ending October:—North Lode: Sink the diagonal shaft to the 25 fathou level, by nine men, and after the skip-road is brought down, drive the 82 fm. level east with all possible diagratch. Sink the wince below the 71 fm. level east, by six or nine men, to prove this bunch of ore. Drive the 71 fm. level west up to the cross-course, by four men. Drive the 61 fm. level west up to the cross-course, by four men. Drive the 61 fm. level east, by six or nine men. Drive the 61 fm. level east, by six or nine men. Drive the 61 fm. level east, by six or nine men. Drive the 61 fm. level east, by six or nine men. Drive the 61 fm. level east, by six or nine m Mr. Kino said, since the report had been received the following letter was sent by

at present. The machinery is in good condition, and working well—M. H. East.

Mr. Kino said, since the report had been received the following letter was sent by
Captain East:—
Sept. 28.—In writing my report for the meeting, I have very carefully gone into all
matters respecting the present position of the mine, and I have no doubt on my mind of
having abridged everything in connection with the returns, as of late I am tuily aware
that the estimates have not come up to the mark by a long way, and a succession of
these things is, no doubt, painful to the shareholders; but at the same time I exonerate
myself from having stated anything wrong, according to judgment and conscience. The
great failing off in the returns of the mine during the last six months was perfectly a
matter unforeseen, and an occurrence which could not be avoided, as may now be seen
from the quantity of ground which is opened up in the different parts of the mine that
held out better hopes of success during the opening up than has ever been obtained as
yet. The south lode has turned out very satisfactory, generally speaking, and I have
no doubt of the north tode becoming valuable again yet, but we have some dead work to
do for a few months to come, which is very necessary to be carried one fast as possible,
as I cannot but think that good results will ultimately be obtained, when the points are
arrived at. There is another subject which I beg to calito your notice, relative to the plan
on which he nine was laid out for future working—that is, that the mine was laid out
with a full expectation of having the advantage of the adit level, in consequence of which
a great deal of expensive work has been done, with a view of turning away the water
for the purpose of relieving the pumping-engine of 70 fms, of pitwork before sinking the
diagonal shaft below the 71, which, after all, proves to be labour and cost in value, which
is a matter of regret, as if we had known that the use of the adit would not be allowed
by the Wheal Arthur Company, before this been down to the 82, and the level driven back under the ore ground ere this. All these things have had a tendency to weaken our position for the time; still I am of opinion that there will be no necessity of calling on the shareholders for money to carry on the operations, and I trust that by another meeting we shall have made some good discoveries.

A resolution was then proposed that the report and accounts be received and passed.

Mr. FFRER WATSON wished to know the quantity of ore they had raised for the last hree months, as it had been a sad disappointment to all of them?

three months, as it had been a said disappointment to all of them?

Mr. Kino replied, in May they sold 89 tons, in June 118 tons, and in July 93 tons, Mr. Watsow said, at the last meeting Capt. East reported that he should sel 125 tons of good quality ore, instead of that it was only 89 tons. The next sale was for five weeks, 18 tons, and the third, four weeks, 98 tons, and there was a depreciation both in quality and quantity. They were in such a position that he thought they ought to make a call at this meeting.

Mr. Kinos said the committee held one-fourth of the mine, and it never entered into their heads the making a call. In the last mouth they had only lost 80%, and in September and October they fully expected to pay cost.

Mr. Kowande, as a member of the committee, was satisfied they would not want a call. The Chairman said the adventurers need not be under an accommendation when a call.

nd October they fully expected to pay cost.

Mr. Rowlands, as a member of the committee, was satisfied they would not want a call.

The CHAIMMAN said the adventurers need not be under any apprehension for the next tree mouths, and if a call should be required it would be quite time enough by the

The Chairman shade is a call should be required it would be quite time enough by the next meeting.

Mr. Warson said there were several points of importance to come off in the mine, which he hoped would prove satisfactory.

Mr. McALLAN considered it would be very hard upon the large sinfesholders to make a cail, when it was quite evident it was unnecessiry.

Mr. Kiso reminded them that at the hest meeting they were negociating with Wheal Arthur saventurers to endeavour to obtain permission to communicate with their deep additievel, and he (Air. King) had been requested to write to the purser on the subject.

The Chairman read the letter from Mr. King, and the reply by Mr. Wm. Watson, am Afrian im propriet ten ter ep. 11 eines

which he (the Chairman) stated was not couched in terms fitting a servant of the He had lost all confidence in Mr. William Watson, wheen he believed had set

he interest of the adventurers.

Mr. McCattaw considered it rather a singular letter from their usite evident one man could not serve two masters.

Mr. Kred rend the upinutes of a meeting held in 1866, at which the could be used to be upinuted for a meeting held in 1866, at which the printer of a meeting held in 1866, at which the upinutes of a meeting held in 1866.

meeting held in 1856, at which the Chair ont, and upon that occasion it was agree

Mr. A.No read the signature or a meeting incar in isso, a which the Chairman of the Wheal Arthur Company was present, and upon that occasion it was agreed that its matter should be left to arbitration.

Mr. Perks Werson said Mr. Wm. Watson had nothing to do with the underground works, he was only purser.

Mr. Powell could not see how Wheal Arthur could suffer by the communication.

Mr. McCallaw moved, and Mr. J. B. Low seconded, a resolution that Mr. W. Watson the purser, be forthwith dismissed,—The resolution was carried with one dissentient.

A vote of thanks to the Chairman terminated the proceedings.

LONDON AND VIRGINIA GOLD AND COPPER MINING CO.

A meeting of proprietors was held at the office of the company, Lime-street, on Wet. Mr. J. H. CLEMENT in the chair

nesday,

Mr. Anderson (the secretary) read the notice convening the meeting.

The Charaman stated that the meeting was called for the purpose of combraing the resolution come to at the meeting on the 19th of last month, to dissolve the company, but it was found that certain matters had to be done which made it expedient to adjoun.

Mr. Warners said it was proposed at the last meeting that they should, on the presencesion, pass a resolution to absolutely wind-up the concern, but it was found that made a course would take away the power from the directors, which was not desirable in the present state of their affairs. By the last accounts they had received from the mine Mr. Sanders had been indisposed, but was now recovered. The cattle on the estate was in good condition, and the corn had been got in, and the assets of the company had been got offers of the contract of the corn from the contract of as good continuous, and the corn made been got in, and the assess of the company had been get a good price for them.

A SHALEHOLDER wished to know whether any operations were being carried on the incovers of the control of the cont

ourers discharged. A SHAREHOLDER supposed that nothing was anticipated by the adjournment but a d_{is} A continuous distribution of the company, and the Mr. Bakkr (the solicitor) said it was fully intended to dissolve the company, and the mily object in the adjournment was to continue the necessary power to the director.

n the meantime.

A SHAMEMOLDER enquired whether they had had any offer for the purchase of the nines?—The Chalman replied that no offer had been received. He would now propose hat the meeting be adjourned until Oct. 18.

The resolution was seconded and carried unanimously.—A vote of thanks to the Chairman terminated the proceedings.

THE LINARES MINING COMPANY.

The half-yearly meeting of proprietors was held at the offices of the company, Queen treet-place, on Tuesday, Mr. WM. WARNE in the chair.

Mr. Cologan (the secretary) read the notice convening the meeti

Mr. Colodan (the secretary) results the last general meeting of the shareholders have report from the directors shareholders have been one of some anxiety to the board of directors, not from any failure in the mine, are from any difficulty as formerly in forwarding the produce to the coast, but from the price in the fail of lead, affecting not only that which has been sold, but also that remaining in stock. The directors trust that the valuation which they have put upon the parlead and ore held at the end of June last may turn out to be below what it will reals, and that the gloom which has hung over the lead market during the last eight or his course is now needing away.

months is now passing away.

In profit for the half-year ending June 30 last is materially lessened by the one
aliasied to, but the directors have thought themselves justified in declaring the divised
of 5s. per share, owing to an increased demand, and an improved price for lead having
been manifested, but they have not been able to make any addition to the reserve find

of 5s, per share, owing to an increase of the mines, and addition to the reserve find in this half-year.

The full and detailed report upon the state of the mines, sent home by Mr. J. I. Thomas, shows that a large rate of extraction of ore has been maintained, and a considerable extent of new ground laid open.

The reserves of discovered ore show a diminution from 14,400 to 14,100 tons, but R is probable that during the next six months the western part of the mine near Warn's shart will make up for the failing off which has taken place. The directors have draw the attention of Mr. J. L. Thomas to the necessity of deepening the mine, and step at being taken to sink the main engine-shaft to a 95 fm. level; other shafts, especially these towards the east, are being carried down to lower levels with all due dispatch. The supply of fuel for smelting still continues to be a matter of difficulty. The collicries in the district of Cordova are not yet worked in a way to ensure a constant supply of good coal, nor is the Swille Rail way sufficiently advanced towards completion to make the present the projected smelting works at Cordova. But they have piezum in announcing that rapid progress is making with that railway, and there is reason to believe that in less than 12 months the company will be able to obtain coal at a price menty and the state of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first parcel of the company's lead reached Swills During the last six days of June the first

During the last six days of June the first parcel of the company's lead reac by railway, and it is now being regularly forwarded to that port from a town called Lora, which is more than one-third of the whole distance from Seville The cost of transport from Linares to the coast has during the half-yes by railway, and it is now being regularly forwarded to that port from a town on forms called Lora, which is more than one-third of the whole distance from Sevilie to Outbut. The cost of transport from Linares to the coast has during the half-year averaged 4. 2s. 1td. per ton; it is now 34. 13s. 4d. This reduction is chiefly owing to the parisi use of the railway, and on the entire completion of the line we may reckon that theory will not exceed 24. 16s, per ton.

In pursuance of the resolution passed at the last general meeting, by which the directors were authorised to purchase certain mines then offered for sale, they entered in a correspondence upon the subject, but the aims required for them were such that the board did not feel justified in proceeding with the purchases proposed.

Mr. Rundle's report upon the smelting operations at Linares will show that the yield of lead from the ores has been equal to that formerly obtained, but that the price of breakwood field continues to advance. In conclusion, the directors cannot but express themselves satisfied with the prospects of the mine, though necessarily more profusible results of the works are contingent on the price realised for its produce.

A very lengthened report by Messrs. J. D. Thomas, J. Webster, Wm. Rogers, and J. Davies, was next read. After fally detailing every operation, it thus concluded:

GENERAL BEMANES.—The development of the mine has proceeded with its accusonal

Davies, was next read. After fully detailing every operation, it thus concluded:—General Remands.—The development of the mines has proceeded with its accustomed regularity since March last; both in the eastern and western sections of it the tutwix has been vigorously prosecuted. In the former, San Jose shaft has been sunt to thell, and connected with the main part of the mine. In the latter, Warne's shaft has been deepened to the 55, and the 45 extended east and west of the shaft. At no period of the mines' history have the tattwork operations been so extensive as during the six month ending June, 1858. In the ensuing six months we shall probably resume the sinking of the following shafts:—Pozo Ancho shaft for the 95; Shaw's for the 84; Taylor's for the 75; Field's for the 55; San Jose for the 45. During the six months ending June then have been raised and dressed 3295 form 17 cetts, of fead ore, or an average of 52 test 19 cetts, per month. The reserves in the mine, removable at a moderate tribut, we estimate for decrease of 309 tons on the estimate for the previous half-year) at 14,00 cet, and the prospects of discoveries for the ensuing six months we consider as favorable. FUEL.—In supplying our pumping and hauling engines with feel no difficulty habed experienced. It has been our constant study to economise this article as much as positive, and this we have been sambled to effect to a considerable extent by an admixture of piecon with the coal of the country. The quantity of coal consumed has been caparatively small, owing to the deliveries of oak wood in the early part of the yearhous been larged. For the ensuing winter we are oxceedingly well prepared. There are it is a state of the country of the year of the year of the country of the year of the year of the prepared.

sible, and this we have been snabled to effect to a considerable extent by an admixture of piccon with the coal of the country. The quantity of coal consumed has been comparatively small, owing to the deliveries of oak wood in the early part of the year having been large. For the ensuing winter we are exceedingly well prepared. There are at Balen stores 232 tons of coal; at mine stores, 77 tons; making a total of 309 tons in stores. We have also on the mines 300 tons of cak wood, which quantity we expect will be increased to 600 tons before the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current month, or a total quantity of the end of the current had been an end of the end of the year the crops suffered somewhat, the harvest has been an average one, and the price of grain is lower than it was at the corresponding period of last year. The average rate of carriage, too, has been lower than for some time past. Thus the average rate of carriage, too, has been lower than for some time past. Thus the average rate of carriage paid to Malaga, for the six months ending June, 1857, was 41.7 s. 8½d., compared with June, 1853, 44.2 s. 7½d., compared with June, 1854, 44.5 s. 7½d., compared with June, 1854, 45.8 s. 18 s

The report of the manager of the smelting-works stafed—
During the last half-year 3092½ tons of ore have been reduced, which have yielded
1972½ tons of first-class lead. The average assays of the core received from the miss
has been 77-3 per cent.: 1427½ tons smelted with brushwood in the English furnaces
produced 921½ tons of lead, equal to 83-6 per cent. of the content by assay: 1617½ tans
reduced in the Spanish fornaces gave 1019½ tons, or 81-5 per cent.: 47½ tons smelted
with Belmex and Expirel costs, mixed in equal proportions, yielded 31 tons 18 cmts
equal to 86-4 per cent. The contents of the siags and fune made during the half-year
are estimated at 194 tons: making a total produce of 2160½ tons of lead, equal to 90-5 per
cent. of the quantity contained by the ore. The price of fine I continues to rise steality.
The cost of the brushwood consumed in smelting 1 ton of ore has, during the last six
months, been If. 35. 54, which is just 55, per ton more than It was during the half-year
ending June, 1857. At the end of August hast year there were 200 tons of ore only
store, and there are now 800 tons. There is, however, a fair supply of brushwood is
present, I, therefore, hope that this stock may be sonfewhat reduced during the native
for the steam-engines and smithles. The greater part of it has been so small and of such that the steam-engines and smithles. The greater part of it has been so small and of such inferior quality as to be quite unit for smelting purposes. Slag Smelting: 28 tens of
lead have been obtained from the slags and 65 tons from the fame: 91-35 tons of lead reton the sheated the englant the content of the directors and the cuptains of the miss having
two parts.

mained in the sings at the end of the half-year.

The Charman said the report of the directors and the captains of the mins having been read, he should nove that they be received and adopted, and he would not receive them with any lengthened remarks. The report from the mine was as usual very saffectory, and the directors would have been well pleased if theirs had been equally or but they could not control the market for lead. The profits for the last six months ending June was only 58601, whilst for the last six months of 1857 they amounted to upwards of 12,0001. They would maturally safe how such a serious reduction could take piece, and the simple answer was that it sense from the diminished value of the land. He (as

pen made in interesting, in in Mr. Cox. the six mon months endi

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Mr. J. L.

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OCT. 2, 1858.]

Carrain) could only hope for better time, and if the price continued the same as at good, by the next meeting they word in able to give them a better account. They was int that the profit had not were a affected by the expenses of management, and the dispose for the sales was not rest than 5 per cent., which we considered very low. Mr. Carr, who was well known to the shareholders, had sent over a letter, detailing the program sais in the conjunction of the railway, accompanied by a drawing, which was intended to Conform.

1. SAREHOLDER wished for an explanation as to the large increase in the charge for grags. In the present accounts it amounted to 12,933, and in the stx months ending Dember it was only about 6000.

1. CALRIVAN said the lead carried down had considerably increased, and whatever we had a special was paid was put upon the stock.

1. FAILOR, JULE, said the proper way to arrive at a right conclusion was to six the quantity of lead in stock, and calculate whether it was 20 or 30 miles from the gare at the coast, as it was valued according to the distance it was conveyed.

1. The CALRIVAN said the heape for the earriage of lead was always much heavier in go June half-year than the December.

1. HARVER (the accountant) produced a statement of accounts, by which it appeared as the cost of carriage for the six months ending June, 1807, amounted to 13,007.

1. Oct. M. P., had carefully examined the accounts, and found that the protit had not estim months ending June, 1807, amounted to 13,007.

1. The state of the price of the lead had been the same. The average they obtained for the six months ending June 30 was 21.4. 2s.; making a difference of 14. 17s. 6d. per ton. They be possible of the price of the lead had been the same. The average they obtained for the specific state of the same o

FOREIGN MINES.

ALTEN AND QUENANGEN MINING COMPANY .- P. Wilson, Sept. 8: Es-

-	Mines.	0	-		
		Ore.	Per	cent.	Copper.
	RaipasTons	25.00			
	Piomas's	7.00	*******	9	0.630
	Quanangen	49.20	*******	91/2	4:400
	Total Total	200.00		4	

Wang kaon making every necessary preparation for sinking a new winze under the word level, 41 varas west of Alvina's winze.

Lanares Lead Mining Company.—Sept. 20: West of the Engine-Saft, on the South Lode: The ground in the south cross-cut, in the 85 west, is still very lard, but we hope we are getting near the main part of the lode. The lode in the 75, west of Carlifo's winze, is small, worth \(^4\) ton per fathom. The lode in the 75, west of Carlifo's winze, is small, worth \(^4\) ton per fathom. The lode in the 41, west of Mare's half, has greatly improved, and is worth 1\(^4\) ton per fathom. The lode in the 85, east of Cacillo's winze, is regular, composed of soft granite, quartz, and spotted with ore invaginate.—East of the Engine-Shaft, on the South Lode: The lode in the 85, east of Gard's winze, is large and promising, and worth 1 ton per fathom. The lode in the 65, east of Shaw's shaft, is regular, and producing some good stones of lead ore, but not to value. The lode in the 68, east of Thorne's, and the lode in the 65, west of Fernando's winze, is both small and hard, composed of granite and quartz, and particles of lead ore.—North Lode: The lode in the 68, east of Thorne's cross-cut, is still small and unproductive. The 55, east of Taylor's shaft, is worth 2 tons per fathom. The lode in the 65, east of Gard's shaft, is worth 2 tons per fathom. The lode in the 65, east of Gard's shaft, is worth 1\(^4\) ton per fm.—The 55, on the south branch, east Gardes winze, is worth 2 tons per fm. The 55, on the south branch, east Gardes winze, is worth 2 tons per fm. The 55, on the south branch, east Gardes winze, is worth 2 tons per fm. The 55, on the south branch, east Gardes winze, is worth 2 tons per fm. The 56 on the south branch, east Gardes winze, is worth 2 tons per fm. The 56 on the south branch, east Gardes winze, is worth 2 tons per fm. The 56 on the south branch, on the fm; in the source of water winze is worth 1\(^4\) ton per fm. The lode in Luis's fias greatly improved in its character of late, an

we shall now commence to drive east on the south branch, in the bottom of Basto's winzs, where the lode is worth from 2½ to 3 tons per fm.

WILDERG MINING COMPANY.—Z. Walls, Sept. 25: The end driving sast on the Erbteifstergang lode, in the 10 lachter level, is much improved during the past week, and will produce at present fully 2½ tons of silver-lead ore per lachter; from the appearance of the ore there is no doubt but that it is the same shoot as we are sinking the winze on from the level above, which will produce at this time 3 tons of silver-lead ore per lachter. The end driving west on the Dornergang lode, in the 10 lachter level, is unproductive, but the ground is a little easier for driving than when last rejected. No. 1 sink, going down below the deep adit, on the same lode, will produce 2½ tons of silver-lead ore per lachter. The middle level, driving east and west from No. 2 sink, is proceeding well, and the lode in each end will produce 5 tons of silver-lead ore per lachter. The winze which is sinking by a pare of tributers on the first shoot of ore discovered in the deep adit, cast from the Turken sink, is much improved during the last few days, and will produce 2½ tons of silver-lead ore per lachter. The winze which is sinking by a pare of tributers on the first shoot of ore discovered in the deep adit, cast from the Turken sink, is much improved during the last few days, and will produce 2½ tons of silver-lead ore per lachter. The sink, or winze, is also called the Turken sink, as it is on the shoot of ore called the Turken mittle, and is about he such as the such as a such

WESTERN AUSTRALIA.—A discovery of a large quantity of most valuable land has just been made in the interior of this settlement by Mr. Frank Gregory, one of the Colonial Surveyors, the particulars of which have not yet arrived to hand, but are expected by the next mail; this, however, we can report—there is an immense tract of country, intersected by a net-work of rivers; one of these, a large stream, has been denominated by him the Lyons. In this district melons and sweet potatoes are indigenous. This discover, it is anticipated, will greatly increase the value of the mineral properties of the colony, as this territory is equal in natural fertility to any other in Australia. The Star of the West had arrived at New York, with the Californian mails to August 20, and nearly \$1,700,000 on frieght. The difficulties between J. C. Frámont and the Merced Mining Company still continued; the latter reduced to yield descend of their vein. Large numbers of adventurers from Francisco. The yield of gold continued to be as was enstomary for the season. Specimens from the mines of Kenieba (Senegal), lately discovered, and which are said to beying in metal, have been received in Paris. They are to be submitted to the impaction of the School of Mines.

SALES OF COPPER ORES.

COPPER ORE SOLD AT CORNWALL TICKETINGS, FOR THE QUARTER ENDING SEPTEMBER, 1858.

ENDING SEPT	EMBER,	1858			
Mines. Sa Devon Great Consols	3	Fons. 5576 1270		Amor £26,272 11,862	5 17
owey Consols		1687 1830		10,232	12
Inited Mines	1	2238		9,551	19
Vheal Basset		1363 1041	******	8,805 8,024	14
ar Consols		1198 800	******	7,979	14
outh Tolgus	3			6,895	15
honix Mines		1208		6,423 5,900	10
Wheal Clifford		1121	*****	5,872	18
Vheal Bullerireat South Tolgus		726	******	5,698 4,892	14
TOTTH ROSKOAT		586 746	*****	4,154	17
North Basset			******	3,832 3,791	19
Freat Alfred	3	779 417	******	3,735 3,218	15
raddock Moor	3			3,134 3,087	10
t. Day United				3,072 2,870	8
Vheal Seton	3	576 434		2,736 2,350	12 12
evant	2	436		2,264	11
collacombe		422 378		2,000 1,997	11
arn Brea.		542 109	******	1,944 1,911	12
		446 350	******	1,883 1.758	5
Vheal Edward	3	485 336	*****	1,701 1,667	9
embroke and East Crinnis		360 116		1,559	11
lonamena	2	187 341		1,481	5
Celly Bray	3	384		1,408 1,389	4 9
Vest Fowey Consols	3	180 106	*****	1,320	18
outh Wheal Ellen		290		1,258 1,252	4
ondurrow Vest Wheal Damsel		251 237	******	1,184 1,167	16 12
alstock Consols	2	236 209	******	1,146 1,082	18
		146 241		1,066 1,053	13
farke Valley loimbush Vest Aifred Consols	l	$\frac{225}{116}$	2::::	969 910	12
Vheal Charlotte		227 129	******	905 865	8
Vheal Agar	2	188 94		806 768	12
ortridge Consols		114 91		740 723	5 15
		171		689 667	0
ast Wheal Russell		87 126		603 582	6
Vheal Harriett	2	96 133		558 530	10
outh Crofty		156		521 517	20
outh Crenver		149 100		506 496	1 0
Vest Par ConsolsVest Stray Park	2	50 72		478 468	18
amborne Vean	1	95 90		460	19
Vest Wheal Jane		53		456 394 390	18
awton	2	58 164 53		372	10
Theal Henry	2	33		362 360	17
arrack Dews		135 68		357 352	17
lasset Consols		93 77		, 348	17
Assect Consons Theai Crowndale L. Aubyn and Grylls evon and Courtenay rebarvah uske of Cornwall resavosan		65			
rebarvah	i	52		297	4
resavean	i	106 96		277 262	
leven Buller	2	84 51		243 223	0
Vheal Yarner		87		222	11
Vheal Yarner Orth Pool outh Carn Brea ady Bertha		51 89		214	7
ary Bertha reegbrawse. arvannali cosewarne Consols.		40	***	187	0
osewarne Consols		37 54			1
Vical Arthur		31		165	5
orth Busy lawkmoor Vheal Russeli orth Frances		28 60	:::::	153	0
Vheal Tehidy		27 28		148	8
Vheal Uny (illifrith		42 20		145	10
Tetoil		54 33		141	9
Vheal Kitty lotting Well Vheal George		14 26		127	15
Vheal George	1	10.9		94 91	
Vical George eenneggy eewis Mines Vheal Zion ast Rosewarue	1	15 24		91	2
ast Rosewarne		18 25		88	13
ast Rosewarne avy Consols breat Wheal Fortune Vheal Emity rethellan iritious Lady		8 23		75	
rethellan		35 20		73	6
		25 10		72 69	15
ld Wheat Basset Ialamanning Vest Providence		10		62 60 59	15
Vest Providence	1	8		59	0
Vest Frances		3 11		85	17
revisky United		22 7		42	3
Vheal Leisure		3		38 28	16
vmona's Precipitate				28	0
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Vheal Castle and Boswidden				23	5 16
to delice willes		3		18	19
arsize Mine		5		17	15
arsize Mine ast Wheal George Vest Treasury		9		1/1	15
Viest Castle and Boswidden rovidence Mines arsize Mine ast Wheal George Vest Treasury awden's Ore Wheal Comfort Wheal Comfort Wheal Lushington Gocking's Ore		6 5		7	15 7 8

COMPANIES BY WHOM THE ABOVE WERE PURCHASED.

Mines Royal 1924 £ 9,126 6 9

Vivian and Sons 7887 44,676 1 6

Freeman and Co. 698 2,515 5 5

F. Gernfell and Sons 5554 30,768 18 9

Crown Copper Company 513 2,429 17 1

Syms, Willyams, Nevill, and Co. 5245 52,895 4 2

Mason and Elkington 5810 29,467 9 7

F. Bankart 2617 15,081 5 4

Copper Miner' Company 2978 14,229 6 9

Cowno, Kates, and Co. 1039 8,300 6 3

Newton, Keates, and Co. 1039 8,300 6 3

Rivin Grand 1978 14,229 6 9

Rewton, Keates, and Co. 1039 8,300 6 3

Rivin Ferry Company 239 646 10 8

Briton Ferry Company 239 646 10 8

MINING PRODUCE.—In 1856 there were produced in the United Kingdom 66,445,450 tons of coal, valued at the pit's month at 16,663,862l.; 24,257 tons of fine copper, valued at 2,983,611l.; 3,586,377 tons of pigiron, valued at 13,345,508l.; 73,129 tons of metallic lead, valued at 1,755,098l.; 6177 tons of white tin, valued at 821,541l.; and 614,180 ozs. of silver from lead, valued at 155,470l. In 1857, 10,444 colliers arrived in the port of London, and the total quantities of coal brought to London both by sea and land amounted to 4,388,708 tons.

SALES OF COPPER ORES.

COPPER ORE SOLD AT SWANSEA TICKETINGS, FOR THE QUARTER ENDING SEPTEMBER, 1858.

ENDING SEPTEMBER, 1888.			
Mines. Tons.	Amor		
Cobre 9826		0	6
Cuba 960		14	6
Thanks 194			6
Saringhak			0
Del Soto 265			0
Waneneenooka 107 107			0
Parvs	2,864	2	6
Waterich Bay	2,483	7	0
		0	6
			0
			0
			0
			6
			0
			0
Namagua 40			0
San Blas	568	19	0
Almeria 68	508	7	0
Clampon 37	472	13	6
			0
			0
Syuney			0
		***	0
Wheal Friendship (South Australia) 12			0
			0
La Union			
Nassau 20			0
Wildberg 8			0
	-114	0	0
	92	5	0
	90	0	0
			0
Kanmantoo			- 6
Barrow Barrow	40		
IRISH MINES.			
	£19,174	11	6
			0
			0
Holyford			0
Laxey			- 6
			6
Cronebane 15			
Tigrony 2	96	3	0
	£ 126	0	0
Molland 35			
	-		
REGULUS.		15	
REGULUS.	£ 611	15	0
Regulus 107		15	0
Regulus 107	£ 611	15	
REGULUS. 107	£ 611 250	15	0
REGULUS. 107	£ 611 250 £84,516	15 14	0
REGULUS. 107	£ 611 250 £84,516	15 14	0 6
REGULUS. 107	£ 611 250 £84,516	15 14	0
REGULUS 107	£ 611 250 £84,516 35,538	15 14 15 12	0 6
REGULUS. 107	£ 611 250 £84,516 35,538 126	15 14 15 12 0	0 6 0
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REGULUS. 107 107 British Regulus 93 RECAPITULATION. Foreign mines 6735 Irish ditto 4242 Devon ditto 35 Regulus 200	£ 611 250 £84,516 35,538 126	15 14 15 12 0 9	0 6 0
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REGULUS 107	£ 611 250 £84,516 35,538 126 862 £121,043 RCHASE £11,228 17,083 14,818 23,965 29,952 4,722 2,798 2,852	15 14 15 12 0 9 16 D. 6 19 3 14 14 19 17 15	0 6 0 6 0 8 11 0 6 6
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Mining Market.—We have received the following communications:—
From Mr. James Crofts:—It is difficult to adapt remarks to meet the peculiar condition of the mining market, since all reasoning powers appear to be at fault to account for, or explain, the continued depress, on therein. On the contrary, the abundance and cheapness of money is making itself seit in the rise, in the faults, and in almost curver class of railway property, the result of which so the rise in the faults, and in almost investment to an unusal limit, which will be the size of things upon the faults of the been, however, to still further the Traffect, of this state of things upon the faults of the been, however, the theory towest point of the warket cannot now, if now reached, be far off; and were it otherwise than that, probably, serious lover, the cannot be no doubt that the reign of a sounder state of things were the fault of the commencement of that of the present ment; whilst a comparison of ruling set the commencement of that of the present ment; whilst a comparison of ruling set thing, that so agree a percentage has already been deducted from the most favourite of stocks, whether dividend or progressive, that much further depreciation is simply a matter of impossibility. On another coasion the writer will endeavour to reduce this question to a more tangible form, by giving a tabular view of the former and present value of some leading mines, which may be tradeful are view of the former and present value of some leading mines, which may be tradeful and the solutions that of capitalists to form a judgment upon the most eligible moment to recommence investments in mining shares.

The substitute of the solution of the substitute of the s MINING MARKET.-We have received the following communications :-From Mr. JAMES CROFTS :- It is difficult to adapt remarks to meet the

seum, but the writer, notwithstanding, will not fall to recur to it

seum, but the writer, notwithstanding, will not fail to recur to it whenever necessary.

THE NORTH WALES MINING DISTRICT.—We have to note a considerable improvement in the coal trade during the week. The works at Brynmally, the Yron, and Raubon, especially, being exceedingly brisk, and the men fully employed. Comparatively speaking, there is a tolerably large amount of business doing at the other collieries in the district. The trade in iron castings and pipes is good at Brymbo, and the demand for pigs is somewhat improved. At present rates, there is no disposition to press sales, while prices remain firm. The ironworks at Fonkey are about to be commenced, under the management of Mr. Jukes, who is one of the principal proprietors of the works. Fourteen pits, containing iron ore and coat, have been opened, and the branch railway from the main line adjoining the Old Brandy Colliery is now complete. The very best iron, in former years, was made at these works. At Acrefair, and all the works belonging to the New British Iron Company, trade is flourishing. At their new monster pit, near Raubou, they have already sunk about 220 yards, and passed 18 scams of coal. A fine new winding-engine is being placed near the pit. Two new iccomotives are now employed at Brymbo and Broughton Hall Works, to supersede horse labour, and they promise to be of great practical utility. The Raubon Coal Company (at whose works trade is brisk) have recently erected a new engine.

Lee Moor Pouccelain Works.—The Plumouth Journal gives a very

works trade is brisk) have recently erected a new engine.

LEE MOOR PORCELAIN WORKS.—The Plymouth Journal gives a very interesting detail of the opening of the new railway at these works on Friday. It consists of three lines of rails; but about half-way down the incline there is a short radius, where there are four lines of rails, and here the up and down carriages make a short divergence to pass each other. After the railway had been formally opened the company partook of luncheon. The clay that will now be regularly introduced to the market is of the finest quality, and it was the only English clay that was noticed by the jury of the Great Exhibition of 1851.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—J. Trewin, Sept. 25: The lode at the engine-shaft is much the same as for some time past, producing saving work for lead. The lode in the 10 cast is for the present rather disordered, and not producing much lead; the stopes is back of this level are much the same as stated in my last report—yielding 6 cysts. of lead core per fin. The lode in the rise is producing 4 cwts. of lead per fun. The lode in the 10 west is not quite so good for lead as last report—yielding at present 3 cwts. per fin. although not producing so much lead, it is presenting a healthy appearance, and is of a favourable character. The stopes in back of the adit, west of the engine-shaft, are worth 6 cwts. of lead per fin. The lode in the winzs in bottom of the adit, west of the castern shaft, is roducing occasional stones of lead ere. The lode at the sastern shaft is composed of quartz, blende, and lead, worth of the latter 7 cwts. per fin., and is of a very promising character indeed. The stopes in back of the 10, west of castern shaft, are worth about 15 ton of lead per fin. The carpenters have put the large wheel together, and are getting on with the launders, stands, &c., as fast as possible.

ALFRED CONSOLS.—T. Trelame, T. Hosking, Sept. 29: Fleid's engine-shaft is now sunk to the 170; the lode in bottom of said shaft is 4 ft. wide, composed of flookan and spar, with a little mundle. The north lode in the 180, cast of flookan, is 8 in. wide, apart, with a little mundle. The north lode in the 180 on the main lode, east of flookan, is 8 in. wide, apart, with a little mundle. The north lode in 60, cast of flookan, is 8 in. wide, apart, well and the producing a little ore, but not to value. No lode taken down in Davy's engine-shaft for the past, 'week. The lode in the 120 and 160, cast of flookan, is a present small, producing a little ore, but not to value. No lode taken down in Davy's engine-shaft for the past, 'week. The lode in the 120 and not of the above chaft, is without change. We have not yet communicated the cross-cu

BALLYMONEEN.—W. Barkia, Sept. 25: I have nothing new to report in driving the 25 cast, and the cross-cut south in the same level, but we are progressing favourable-driven since last report 4 ft. total, 2 fms. 5 ft. The additional times described in the same level, but we are progressing favourable driving east, in producing stones of suiphur, and the ground looks favourable for opening—driven since last profit fm. 2 ft. total, 4 fms. 3 ft. The 25 cross-cut south has been driven since last profit 3 ft. total, 2 fms. 4 ft. At Johnson's-hill, where we have been sinking, we have cut water, and we intend to cut across the lode and ascertain its character.

cut water, and we intend to cut across the lode and ascertain its character.

BALLYVIRGIN.—D. Macdonald, R. Pellow, Sept. 23: The men who were employed in driving the 18 north have been removed to the hottom of the 10 north, and are now employed in sinking a winze on the course of the lode, which we cannot value until we see more of:

Of: The lode in the north end is 4 feet wide, composed of sulphur, with a small vein of rich copper ore, and we value it at 5 tons of mundic, and 10 cwts. of copper per fm.; the ground is arountable for driving. No. 1 stope is worth 10 cwts. of copper per fm. 5 who were the copper running from No. 2 stope is only a branch of the lode, and we have set the men to stope north as formerly; the lode is worth 1 ton of lead with stones of copper per fm. We have begun a stope on the north end of the air-shaft, which we shall call No. 3 stope; we consider it worth 1 ton of opper ore and 3 tons of mundic per fm. The south stope is worth 1 ton of lead, 10 cwts. of copper, and 5 tons of mundic per fm. The south stope is worth 1 ton of lead, 6 tons of copper, and 5 tons of mundic per fm. We have put 2½ tons of lead, 6 tons of copper, and 8 tons of mundic per fm. We have put 2½ tons of lead, 6 tons of copper, and 5 tons of mundic per fm. We have put 2½ tons of lead, 6 tons of the former of third erop copp of ore.

BEDPYORD UNITED.—J. Phillips. Sept. 28: The lode in the 130 cast 1 6 feet wide.

last report, and prepared for crusher 1½ ton of lead, and 8 tons of third crop copp of ore.

HEDPORD UNITED.—J. Phillips, Sept. 28: The lode in the 130 cast 1.4 feet wide, and worth from 2 to 3 tons of ore per fin. The stopes in bottom of the 115 cast continue to yield as last reported. The lode in the winze sinking in the battom of this level is 3 ft. wide, and worth from 4 to 5 tons of ore per fin. The lode it the new engine-shaft, sinking in the bottom of the 115 west, is 3 ft. wide, and worth from 4 to 5 tons of ore per fin. The lode in the loss west is 3 ft. wide, and is sworth 2½ tons per fin. Warne's stopes, in the bottom of this level, are worth 4 cans of ore per fin. The lode in the loss west is 3 ft. wide, and is sworth 2½ tons per fin. Warne's stopes, in the bottom of this level, will yield 5 tons per fin. There is no alteration in any other part.

BODCOL.—F. Evans, Sept. 25: Evans's coaft is now sank 10 fins. 2 feet below the 10, having been sunk 1 foot in the past week; the ground is much firmer to sink in than than been; the men, however, in the 2st week have been principally engaged in squaring down the ends of the shaft.

BOTTLE HILL.—J. Eddy, Sept. 28. The tripute relicious continue warehan and the sand the sand in the sand th

ing down the ends of the shaft.

BOTTLE HILL.—J. Eddy, Sept. 28: The tribute pitches continue much as usual—producing about the average quantities of tin. We have lighted the fires in the burning-houses, and expect to sample, our first parcel of the in about a fortnight; the dry weather has interfered with us, but the other parcels will follow in regular order. The cross-cut to intersect the south lode, is set a bargain, and is being driven with all speed towards the south lode, which, 26 you remember, was rich where sunk on in whole ground about a fortnight since, and I hope to see it about Christmae equality as good. We have a pancel of rich copper or at a tarriace ready for sampling—about 10 to 11 tons,—and are breaking and raising more faily. The measurement, &c., have been taken for the crusher; I hope aboutly to see it up, and we will do our best to keep it going, as there are large reserves, judging from the quantity of ground laid open. The machinery works well, and wrill soon be more effective by adding six heads of stamps to the higher wheel, making in all 62 heads.

BRONELOYD.—M. Berhary, Sept. 23: We have since my last report, into the

BRONFLOYD.—M. Barbary, Sept. 29: We have since my last report cut into the south or cannter lode 4 or 5 ft., about 6 fathoms above the top of James's rise, where we, as I informed you last week, first intersected it. This point, although not rich at present, is of a very promising appearance, with a slight mixture of ore throughout; and we shall at once commence stripping down the lode to the point where we first cut it, and where it is looking so well. The north lode in the various stopes is much the same in appearance and yield as when last reported on. Our dressing and our surface operations are progressing favourably.

BRYNTAIL.—Jas. Reach, Sept. 30: The lode in the 10 east is still looking well, producing about 25 cwts. of lead ore per fin. Last evening I directed the men to down a portion of that part of the lode standing north of the level, which I am prought producing very fine stones of ore. I shall be in a position to give you full peculars relative to this part of the lode in my next. All other operations are being around with vigour.

euted with vigour.

BULLER AND BASSET UNITED.—Geo. Reynolds, Sept. 28; We set the engineshaft to be sunk on Saturday last at 231 per fm., by six men and three boys; the sijnt
is now 114 fms. below the 50, and we purpose making this lift 15 fms. ere we commence driving cast and west on the lode. To drive west on the lode in the 50, by two
men, at 71, per fm.; lode from 4 to 5 ft. wide, of a most promising appearance, mixed
throughout with mundic and copper ors. Our engine and pitwork are working well,
BWLCH CONSOLS.—R. Northey, Sept. 25: No alteration in the 70, or stopes, since
last reported. The lode in the winze sinking below the 60 is worth 18 cwts. per fm.
The lode in the 60 west is getting more compact, with better defined walls. The stope
in back of the 40 is worth 8 cwts. per fm. The lode in the word in the 60 west last in fork in
put them to stope, which is worth for lead ore 10 cwts. per fm. The water is in fork in
the old raine. We have commenced to cut ground to put in dam in the 60: we shall
have one to put in in the 60, and then we shall commence to secure the cold shart, for

18 tons of ore.

No CONSOLS.—W. Rich, Sept. 28: Thomasine's shaft is divided an sesent bottoms, horse-whim, poppet-heads, &c., erected, and the sha of sinking, by nine men. No other alteration worthy of special no RTHEN UNITED.—B. Sanders, Sept. 28: During the past most k has been done:—The engine-shaft sunk 2 fms. 2 ft. 3 in. through the second considered of which would produce 1 to not lead predict having out through the clear has not been so productive; a shear of hard elviform the hanging wall, and cressed the lode, which has disordered having out through the civan, the lode appears to be getting more present produce ½ of a ton of lead per fm., and I have no doubt that few feet the lode will resume its formgr productiveness. We have sunk in bottom of the dail, which has it. 3 fm. 2 ft. 3 im., and holed to the winze sunk in bottom of the shift, which has thoroughly ventilized the mine. The 12 north has been extended 3 fm. 4 ft. through a lode that has produced saving work for lead; in the last fathorn driving the lode has improved, and will produce at present 5 ewts. of lead per fm. The cross-cut west has been extended 3 fms. 3 ft. through a very congenial stratum, and letting out a great quantity of water, so much so that I have suspended it for the present, fearing, should we cut the camifer lode, our present small pitwork would be overpowerd. This pare of men having been removed to drive the 13 south on the main lode, have driven the same 4 ft. 6 in.; the lode in this end is improving, producing at present saving work for lead. On Saturday last the following bargains were set:—The engine-shaft to sink below the 12 to nine men, to complete the same to the 22, sink deep enough for beavers and cistern, to carry all the width of the lode (which at present is 8 ft.), and properly secure the same to the first of the control of the court of the same to the The 12 to drive north we same to the carry all the width of the lode (which at present is 8 ft.), and properly secure the same with timber if required, at 144 per fin. The 12 to drive north by six men, to can the lode if required, 4 fins, as 31, 3s, per fin. The 12 to drive south by four m carry all the lode if required, 2 fins, at 31, 3s, per fin.

carry all the lode if required, 2 fms., at 5t. 3s. per m.

CARVANNALL.—W. Roberts, Sept. 28: In the 130 west the lode is 1 ft. wide, unproductive. In the winze sinking under the 118 the lode is 1½ ft. wide, producing a little ore; in the same level west the lode is 1½ ft. wide, chiefly mundic. In the 86 west the ground continues hard; lode 1½ ft. wide, with occasional stemes of ore. The 76 and 56 west are without alteration. We shall sample to morrow 47 tons of ore.

LL.—F. Evans, Sept. 25: The 10 is extended east of the cross-cut shout 2 fins.; for driving, and which I consider is a fuir one, is 67, per fm.; the lede continues same as last reported; I should, however, say that, being a large one, it will any to cross-cut through it a few feet every 5 or 6 fathoms, to ascertain its end white. CASTELL. the price as

the hockstary of cross-cut through it as were every our o manning, to securing its character and value.

CATHERINE AND JANE CONSOLS.—R. Harry: The following hargains were set on Saturday last:—The deep adit end to drive north-west, by four men, at 80s, per fm.; the lode continues much the same as last reported, yielding a little ore, but not enough to value. The stopes north-west of No. 2 winzs, by four men, at 40s, per fm.; the lode is worth I for west of reper fathon. The stopes north-west of the rise, by two men, at 60s, per fm.; the lode have is very much improved, worth at present I ton of one per fm. and is locking very promising. The stopes north-east of No. 2 winzs, by two men, at 50s, per fm.; lode 2 ft. wide, yielding from 5 cwts. to 6 cwts. of ore per fm. The casterneed, friving on the cross-branch, is suspended for the present to samire for rise being put up in the back of this level to effect a communication with the stope shows; set to four men, at 86s, per fm.; the branch in this rise will yield 12 cwts, of one per shibons. The middle safit end, to drive porth-west, by four men and two boys, at 50s, per Salbons. The middle safit end, to drive north-west, by four men and two boys, at 50s, per Salbons. The middle safit end, to drive north-west, by four men and two boys, at 50s, per Salbons. The field of the safet was hall very soon be in a position to increase our returns. As this level is driving in whole

THE PLANT

10 tons of ore ready to sample in the early part of next wex.

GOLLACOMBE.—S. Mitchell, Sept. 23: There is no alteration in this mine to notice since last reported on. The following bargains were set on Saturday:—The fi fathom level to drive west of Morris's engine-shaft, at 34. For fm. The 72 to drive west of the western shaft, at 24. Iss. per fm. A rise to put up in the back of the 72, west of Morris's shaft, at 34. 10s. per fm. The 62 to drive west of the western shaft, at 21. Iss. per fm. The 50 cross-out to drive south of Morris's shaft, at 21. Iss. per fm. The 40 to drive cast of Morris's engine-shaft, at 31. Jos. per fm. The 40 to drive half, at 21. Iss. per fm. COLIECE.—A Registry of the South of the 30 has wonder-

COLLEGE.—A. Braithwaite, Sept. 27: The pitch in the back of the 20 has wonder-uily improved: should it hald equal to its present appearance it will turn out at least ton per fishom. The pitch in the back of the 10, north of Casady's winze, on the red ode, is looking well: the men will get about 2 tons this month. The pitch in the 0, south of the engine-shaft, has become very poor, the ground is very hard, with small trings of lead, but not sufficient to pay the cost of working.

10, south of the engine-shaft, has become very poor, the ground is very hard, with small strings of iead, but not sufficient to pay the cost of working.

CROWNDALE.—James Richards, Sept. 30: There is no alteration in any part of the mine. We calculate on sampling to-morrow about 55 tons of copper ore.

CWM SERON.—J. Boundy, Sept. 2s: The following is our setting report:—The 70 end, to drive west of engine-shaft by six men, at 84. 10s, per fm.; the lode in this end is from 2 to 3 ff. wide, composed of spar, carbonate of lime, and lead ore, yielding of the latter 5 cwiss. per fm. The 70 end to drive east of shaft by six men, at 94. per fm.; the lode here is 3 ff. wide, composed of spar, carbonate of lime, and lead ore, yielding of the latter 5 cwiss. per fm. The 70 end to drive east of shaft by six men, at 94. per fm.; the lode here is 3 ff. wide, much of the same character as the lode in the west end—worth for lead 7 cwiss. per fm. Nothing has been done in the 70 ends during the hast four days, in consequence of a large piece of ground which has failen away from the west end of the shaft between the 50 and the 60; it will require two or three days again before this will be completed. A winner to sink believe the 60, east of the shaft, by four men, at 71. los, per fathon; we have not taken down much lode in this winze as yet, as we are now sinking on the south part of the lode. No. 1 stope in back of the 60, east of the shaft, by four men, at 60s, per fm.; this part of the lode is about 2 in. wide, and over throughout. The 30 cross-cut north, to drive east on the brunch which has been met with, by two men, at 64. its, per fm. In the 26 east the branch is simal, and not let. A tribute pitch in back of the south part of air shaft, by four men, at 122, per fm. In other parts of the mine there is no alteration to report. Our surface operations are progressing.

DEVON AND CORNWALL UNITED.—T. Neill, Sept. 2s: In the 40 east the lode lashout 2 it. wide, composed of capel, numde, and stones of ore. In the cross-cut south

is about 2 ft. wide, composed of capel, mundle, and stones of ore. In the cross-cut south, at leastard's level, no lode is yet intersected, but the water still issues very strongly from the end, and is highly mihreralised. In the stope in the back of this level the lode is worth 8 tons of ore per fm.— In the level driving wast of this stope, towards the cross-curse, the lode is 6 ft. wide, worth 5 tons of ore per fm.—Midwy Level: Driving east the south lode shows a little improvement. In a rise in the back of this level, on the north lode, the lode is 6 ft. wide, worth 1 ton of ore per fm.—Middle Level: In a wince anixing in the bottom of this level, west of Robina's winze, the lode is 4 ft. wide, producing very good stones of ore, a very promising lode. The ground in this level cast improved, and the lode producing good stones of ore.—William and Mary: The lode in the adit level west is looking more promising than for some time past, producing a little copper ore. In the stopes in the back of this level the lode is producing 2 tons of ore per fathom.

in the soft level west is locking more promising than for some time past, producing a little copper ore. In the stopes in the back of this level the lode is producing 2 tons of ore per fathom.

DEVON AND COURTENAY.—T. Bawden, Sept. 30: We have driven through the lode in the 100 about 3 fest, and no south wall; there is still a great quantity of waler sating from the end; the lode, so far as seen, is composed of strong capel, mundic, and spar, with a leader of copper or on the footwall about 4 in. wide. The lode in the rick in the 80, will turn out about 3 rons of ore per fin. The lode in the pitch in back of the 60 will turn out about 1 ton of ore per fin. The lode in the pitch in back of the 60 will turn out about 1 ton of ore per fin. The lode in the pitch in back of the 60 will turn out about 1 ton of ore per fin. The lode in the pitch in back of the 60 will turn out about 1 ton of ore per fin. The lode in the pitch in back of the 60 will turn out about 1 ton of ore per fin. The lode in the pitch in back of the 40 will say were set:—The 40 to drive east, by six men, stented 6 fi., at 41 los, per fathom. This level is we think clear of the cross-course, and on finishing the present stent the men will be put to drive north and south in search of the lode. The 22 to drive north of White's shaft, will all be cross-course, and on finishing the present stent the pushed on to form a communication with the 40, whereby the ground between the latter level and White's shaft will all be cross-course. Good progress has been made in the drivage during the past month.

EAST ALFRED CONSOLS.—H. Skewes, Sept. 30: There is no particular change to notice in any other part of the mine since my last report.

EAST ALFRED CONSOLS.—H. Skewes, Sept. 30: There is no particular change to notice in any other part of the mine since my last report.

EAST ALFRED CONSOLS.—It does not not be considered to the end—120 fms. in length. I now recommend that this level be continued with all possible dispatch, to cut the lodes which have been foun

EAST CARN BREA.—Thes. Glanville, Sept. 29: No lode has been taken down in he shaft during the past week. In the 14, driving east of the shaft, the lode is 2 fee ride, composed of gossan and copper ore, yielding 1 ton of the latter per fathom.

grey and yellow ore. The lode in the 36 cast is 3 ft. wide, yielding saving work. The lode in the 20 cast is 2 ft. wide, worth 1 ton of ore per fm in the 23 cast is 2 ft. wide, worth 1 ton of ore per fm. EAST ROSEWARNE.—T. Delbridge, J. James, Sept. 25.—The ground in the 43 fm. level south is a lifed more favourable, now set at 107. per fathom, no appearance of lode. We have commenced to drive the 43 north towards the north lode, the ground is favourable, worth 64. 10s. per fathom. In the 22, east of north lode, the lode is 1 ft. wide, yielding ½ ton of ore per fm. In the 12, on north lode, east of shaft, the lode is 2 ft. wide, is 3 ft. of the south part a good branch of ore, and from every appearance of the lode we look forward to an improvement. Our tribute ground is without change to notice. We purpose setting, for the coming month—the 43 north, by six men; the 43 south, by four men; the 33 west, by two men; ghe 22 ries against Hallett's shaft, by four men; the 22 reas not shaft, by four men; the 22 we met with a good branch of ore, which from every appearance will prove productive, this is in whole from surface; also to drive the 43 west, by two men, our reason for doing so is by sinking the winze from the 12 to the 22 we men with a good branch of ore, which from every appearance will grove productive, this is in whole from surface; also to drive the 43 west, by two men, our reason for doing so is we have assayed the stuff broken in the west end of the shaft for tin, which is worth 34 cwt. of black tin per fon, if it continues well for this we purpose doing without extra cest, being in soft ground, worth 30s, per fm; also to sink Hallett's shaft with all speed, by six men, which will be communicated in about six weeks from this time. We purpose sampling about 15 to 16 tons of ore on Tuesday next.

EAST TAMAR.—J. Woiferstan, Sept. 28: The lode in the 40 end south continues to

EAST TREFUSIS.—J. Pope, Sept. 30: The engine shaft sinking below the 22 is down about 7 fms., tode 2 ft. wide, contaming quartz, gossan, and spots of copper ore. In the 22, cast of engine-shaft, the lode is 2 ft. wide, containing spots of ore throughout. In the 22, west of engine-shaft, the lode is 2½ ft. wide, composed of quartz, fluor spar, and occasional stones of copper ore, with a very promising appearance. In the adit level east of engine-shaft, the lode is split into two parts, each part containing gossan and spar.

occasional stones of copper ore, with a very promising appearance. In the adit level, east of engine-shaft, the idea is split into two parts, each part containing gossan and spar. EAST WHEAL FALMOUTH.—William Hancock, Sept. 27: The 20 west, on Chemali's lode, will produce 7 cwts. of lead and 10 cwts. of jack per fm.; the winnes sinking below the same level, on the latter lode, will produce 10 cwts. of lead and 3 cwts. of jack per fm.; the stopes cant of the winne in the bottom of the same level, on the latter lode, will produce 10 cwts. of lead and 3 cwts. of jack per fm. The stopes in the latter lode, will produce 10 cwts. of lead per fm. The stopes in back of the 30, on caunter lode, will produce 10 cwts. of lead per fm. The stopes in back of the 30, on caunter lode, south of Tyack's lode, will produce 6 cwts. of lead and 3 cwts. of jack per fm. The 30, south of Tyack's lode, will produce 6 cwts. of lead and 3 cwts. of jack, and mundle—not enough to value; in the same level west, on Chemali's lode, the lode is small and unproductive, on us at the bunches of lead in the bottom of the 20, on this lode, are all dipping west, we are pushing on the latter end as fast as possible, where we hope to see a good lode soon. The engine-shaft is in due course of sinking below the 20; the strata a light blue killas, internixed with floors of spar, which is very congenial for lead. Annexed are our tutwork settings for October:—The engine-shaft is sink below the 20, by eight sumpmen and four labourers, 2 fms., at 180, per fm. The 30 to drive south of Tyack's lode, on the caunter lode, and the back to stope, by six men, 1 fm. in the end, at \$1.10s, per fm. To stope north and south of the rise from the 30 to the 20, on caunter lode, by six men, 4 fms., at \$4.1 per fm. To stope north and south of the rise from the 30 to the 20, on caunter lode, by six men, 4 fms., at \$4.1 per fm. To stope north and south of the rise from the 30 to the 20, on caunter lode, by six men, 4 fms., at \$4.1 per fm. To stope north and south of the rise

EAST WHEAL RUSSELL.—J. Goldsworthy, Sept. 30: The ground in the 88 continues rather spare for driving; driven since last reported 7 feet; the lode is large and of a promising character. The ground in Homersham's shaft is without any change to notice; it is now 19 fms. 5 feet below the 66. There is no improvement in the 66 end since last reported; the idea continues in a disordered state. The clearing of the 45 fm level, east of the Tunnel, is progressing favourably—cleared since last report 3 fathoms. There is no change to notice in the tribute pitches, except in Ivey's pitch, west of Northey's winze, which is not looking so well for ore.

EXMOLTIL.—W. Skewis, J. Nicholis, J. Bodds, Sept. 39: The lode in the 60 north.

There is no change to notice in the tribute pitches, except in Ivey's pitch, west of Northey's winze, which is not looking so well for ore.

EXMOUTH.—W. Skewis, J. Nicholis, J. Rodda, Sept. 29: The lode in the 60 north, aithough not so good, is looking every promising, and yielding 4 cwts. of ore per fin. In the same level south the lode is yielding good stones of ore. The rise in back of this level will be communicated with the winze sinking in bottom of the 40 south in about a week from this time; the lode in the rise and winze is producing saving work. In the 40 south the lode is 4 feet wide, composed of barytes, white iton, blende, and occasional stones of lead ore. No lode has been taken down in the 40 north since last report. The lode in the winze sinking below this is evel continues to yield 15 cwts. of ore per fin. The lode in the rise in back of the 20 south is improved, and will now yield 8 cwts. of ore per fin. Nothing new to report in any other part of the raise.

GAREGO.—J. Trevethan, Sept. 29: We have no change to report this week; the lode is 5 ft, wide, and yielding some good jumps of lead ore.

GAWTON COPPER.—J. Gill, Sept. 29: In the 50 end can't the men are making good planters in diriving; the lode is about 1 ft. wide, containing a great deal of mundic, but no copper to value. The rise is still going w on the south side of the lode, which appears to be large. I expect to hole this ground in a few weeks time, which will give good ventilation, and shall at once out through, the lode to ascertain its character. The lodes in the stops and pitch are worth on an average 81 per fin.

GELLERHON.—R. F. Nort.—R. F. Sept. 25: The lode in the 60 is disclordered by some small slides crossing the end.

The lode in the rise in the 50 is 4 ft. wide, worth 5 cwts.

GERNICK.—J, Barrat, Sept. 29: On the 36 and, being drivens on Gernick tode, we have intersected a caunter lode 10 inches wide aundic, and mice, its bearing is murth of east, with a north-west a fathout. Gernick lode at this point is somewhat disordered; avourable for driving.

arourable for driving.

GREAT ONSLOW CONSOLS.—G. Rickard, Sept. 28: There is no imp
in the ground by the side of the tode in the 87 west, in which the end at p
in the ground by the side of the tode in the 87 west, in which the end at p
driven; an increased quantity of water flows from the tode, which induce
the cross-cotoriers is very near. The tode in the 107 west appears to be grad
ing i in the 107 east we have not driven a sufficient distance from the po
cross tode intersected the main tode to get out of the influence of that inter
has for the present disordered the latter.

As Walty Hall: The ground of

OHEAT SHEBA. John Spargo, Sept. 30: Kelly Hall: The gro havourable for driving, but we have not so yet reached the cross-on We intend driving 2 fathons more, and again cutting into the lode under the run of ore gone down in the 10 above, at which point I have shall meet with some good ore.

GREAT THEGUNE CONSOLS—7. Sugrey, Sept. 30: The ground in the 60, Hobler's shaft, is favourable for driving. We have this last week cut into a good of ore, and it is holding good all the height of the end. I hope it will continue every applications of getting larger as we drive on, and we shall see more as the timuance in another week. The ground in the 70 west is without material also but the lode is getting incre compact and producing more ore. Here the me driven about 5 ft.

but the lode is getting more compact and producing more ore. Here the me is driven about 5 ft.

GHEAT WHEAL ALFRED.—M. W. Micheil, W. Bugelisple, W. Arthur, Ser. 2.

Copper-house shaft is sunk 5 fm. below the 190, where the lode is from 4 to 5 f. vs. and worth for the whole length (12 feet) from 701. to 801, per fm. We calculate by and worth for the whole length (12 feet) from 701. to 801, per fm. We calculate by down to the 200 in about two meants from this date. The lode in the 109 east is 3/2 down to the 200 in about two meants from this date. The lode in the 109 east is 3/2 down to the 200 in about two meants from this date. The lode in the 109 east is 3/2 down to the 200 in about two meants from this date. The lode in the 100 east is 3/2 down to the 200 in the 100 east is 3/2 down to the 200 east 200

ingly promising.

HOLMBUSH.—N. Seccombe, Sept. 28: The lode in the 145 west has be in the past week, it will yield 2 tons of ore per fut. The stopes in the be yielding I ton of ore per fut. The stopes in the be a yielding I ton of ore per fut. The lode in the stopes in the back of a great cross-course, is producing 1½ ton of ore per fut. In the 160, east of cross-cut asouth, the lode, which was producing 1½ ton of ore per fut. sected by another of those cross-courses [so frequent in this level i the been seen to the east of fit. The lode in the 160, west of the cross-course, the put to drive west, where another sparty cross-course has been interact in the back of the 146 west, on the flap-jack lode, the lode will produce fut. mixed with mundle. In the 132 south, on the lead lode, the lode cogod branches and stones of lead ore, about 5 cwts. per fm. Other places tenation to notice.

HECKWORTHY BRIDGE.—I. Key, Oct. 1: The lode in the shaft in

HUCKWORTHY BRIDGE ... J. Rey, Oct. 1: The lode in the

shaft is a little more favourable for sinking, and the lode promises:

KELLY BERY,—S. James, Sept. 26; Buring the past week the
done in the 150 east, owing to the engine being idle to fix the new;
shaft, in consequence there is no change to notice. The stope in the
syleiding about the same quantity of ore as it has for the past mo
per fathom; here we are opening a valuable piece of ground. The
45 west is worth 28; per fathom for the length of the winze (i
the lode is improved during the past week, it is now 2½ feet wide
of ore per fathom, worth 54, per ton, and looking very kindly for a
There is no change in the tribute department since my last come
are working well, and carning fair wages.—Eastern Mine: The p
50, and working satisfactority; it will require two or three days to pu
after which we shall commence sinking to the 60 with all possible
cross-out north we have at present a strong capel, mixed with bram
mundle and ore, which indicates we are near something. We hop
upwards of 130 tons of ore.

cross-out north we have at present a strong capel, mixed with lyanches interpered mundic and ore, which indicates we are near something. We hold to sample at upwards of 130 tens of ore.

LACK AMORE.—Sept. 27: The following bargains and pitches were at fer 0 month:—A stope over the 24, cast of engine-shaft, to four men, at 44, per cubical the tode is very wide, composed principally of hard capel, and mixed throughest strings and blotches of ore, which will yield upon an average about 1 tone principally of hard capel, and mixed throughest strings and blotches of ore, which will yield upon an average about 1 tone principally of hard capel, and mixed throughest cross-cuit 16 ms. further east, at the same level, to drive south to four ms., at 60 per fm.; this cross-cuit was commenced in the past month, and about 5 ft. mixed out any discovery. The same level, west of engine-shaft, to two men; at prese party is cutting down the side of the lode, where a separation or division had not a find the lode, to six men, at 66, 56, per fm. has stope over the 24, west of engine-shaft, or high end of the lode, to six men, at 66, 56, per fm. here also the lode is very large, averaging low wide, and yielding about 1½ ton per fathom. A winze below the adit to be given the same shaft, and the same piles his. A pitch over the 24 to four men, at 28, 66, in 11; it is yielding 5½ fathom. A pitch below the 10, west of engine-shaft, to two men, at 12s. 6d. in 11; it is yielding 5½ fathom. A part of driving, the traity who had it is an working, the party who had it is an working, the party who had it is an well and a party who had it is an working, the party who had it is an working, the party who had it is an well and 1 have seen take on with it. We have several pitches that would pay for working, but make the present month will be about the same quantity. In the course of a week of far I shall look for a small vessel to take away a cargo of ore, which I trust will addit to yet of the past month, as 61, fig. per fm.; the ground is very ti

LELANT CONSOLS .- W. Richards, Sept. 28: Since my last report, we have completed forking out the old mine, on the new or north ice, to the "0," we have discovered a north branch, which intersects the lode going cast. This is has a very kindly appearance, and we anticipate very shortly something good for another two or three weeks will enable us to report more fully. We have determined to hold the account as was intended on Oct. 4, but to postpone it until the ended month, by which time we shall have opened some ground.

MERILYN.—J. Trevethan, Sept. 29: The lode at the shaft has rather improvement.

MILLAND.—T. Weeks a strong lode, 36.55

my last report, and I think a little further sinking will show more improvement.

MOLLAND.—T. Bennetts, Sept. 29: In the 52 west we have a strong lode, 35. of carrying a leader of ore on the south side producing nearly 1 ton of ore per fin.; sistiff; set to two men, 1 fm., at 67.; in the same level east the lode is 2½ ft. vilo, ducing much the same quantity of ore as reported last week.—1½ ton per fin. for siffer than last month; set to six men, 2 fms.; at 64. 10s. per fin. In the 30 csis siffer than last month; set to six men, 2 fms.; at 64. 10s. per fin. In the 30 csis proving nature; set to two men, 1 fm.; at 64.; the slopes in back of this level, when men are now stoping, are producing 1 ton of ore per fin.; set to four men, 2 statement are now stoping, are producing 1 ton of ore per fin.; set to four men, 2 statement of 12. 10s. per fin. We have now about 16 tons of ore at surface, all of which will, 16 set, the stopes in before the statement of this week. This ore, I calculate, is of a better cast than the last parcel sold.

than the last parcel sold.

NEW WHEAL VADDON.—P. Floyd, Sept. 30: At Mildrum's shaft, below the lode is 3 ft. wide, worth 5!; per fathom, sinking at 4!, per fathom, sone to communicate with the 30, when we shall be in a position to set several priches to advantage. In the 19, driving wees, the lode is 3 ft. wide, worth 6!, per priches to advantage. In the 19, driving wees, the lode is 3 ft. wide, worth 6!, per priches we expect a great classes for the better. We shall intersect the case where we expect as most white own ownerses to see may shaft on the Tolvadden lode, where we expect so most with copper, from its great of the lode. We hope to complete the adit in a week or so, and win feet shall at once put man to drive dust and west on the course of the lode. I make that the course of the lode. I make that the course of the lode. I make that the course of the lode.

determine end of a ment.

ie, 3 ft. wide, 15 mm.; great in m.; great i apect of street of sink the appear

WHEAL VOR AND EAST WHEAL METAL. Joseph Vivian, N. Th Great North Lode: Harriet engine-shaft is now down 12 fathoms belo ode: Harriet engine-shaft is now down 12 fathoms below un of the shaft produces stamping work. The lode in the s, composed principally of gossan, which is saving work for ing the same level west for the present, and commenced sin behind the end. The lode in this wince is large, of a ver-xincing tinstuff of moderate quality. The lode in the w

and, but no lode as yet intersected; e-set to ring the past month Louisa engine-man has bee of the lode); set to six men, 121. bargain, t

ORTH PENHALDARVA.—Wm. Richards, J. Pope, Sept. 25: The shaft is below 5 m. lovel 2 ms. 2 ft., in a beautiful blue killas, but rather hard for sinking: her purpose sinking 10 ms. below this level, where we hope to have some favourable re s; set to eight men, at 61. per fm.

ore to sale.

—Capts. Carpenter, Debridge, and Thomas, Sept. 25: W
y to sink below the 90 to 12 men, 5 fms., at 40t, per fin.
shaft, on engine lode, the lode is about 3 feet wide, profile
In this level, west from engine-shaft, on Skimmer's lode,

PENCORSE CONSOLS.—Sept. 18: In consequence of the men as to where the lode was that carried the lead in t

nookan, and spotted with lead, with a promising appearance; set to six men and three boys, at 138, per fm. The 20 is driven south this month 4 fms. 1 ft. 2 in., through a lode of a promising appearance, producing occasionally good stones of lead and blende; set to three men and three boys, at 24. 15s. per fm. The 20 is driven north this month 6 fms. 3 ft. 4 in.; tode composed of soft spar and flookan, but not much lead; here the men have also risen against a winze 2 fms. 4 ft., which is now holed, and laid open some ground which can be stoped at some advantage to the adventurers. The 10 is driven north this month 5 fms. 3 ft. 8 in.; tode at present unproductive; set to two men and two boys, at 27. 10s, per fm. The 10 is driven south this month 3 fms. 1 ft. 3 in., where the ground is very much improved, and congenial for lead also; the lode is composed of flookan and soft spar, and producing good stones of lead; set to two men, at 1. 1 fs., per fm. The winze sinking below the 10, north of engine-shaft, is down 5 fms. 0 ft. 6 in., and will produce 3 ft to of lead per fathom; set to two men, at 2.6 s. per fm. Vigue's stopes, south of Vigua's winze, will produce 7 evts. of lead per fm.; set two four men, at 17. 50s, per fm. Bray's stopes, north of Vigua's winze, will produce 7 evts. of lead per fm.; set to three men, at 17. 10s, per fm. On the whole, the mine has a very promising appearance, and we hope shortly to hand you some favourable reports. We purpose sinking, from the present appearance of the lode, 12 fms. below the 20, which we consider will be quite sufficient, and should say a very proper place to make the next level.

POLBREEN.—Sept. 28: The ground at Dorcus's shaft is better than it has been, it is now set at 174. 10s, per fm. The isole continues poor in the 32 west. There has not been much of the lode taken down in the 32 east; it being so large (full 3 ft. wide) and spare by breaking, soil not very rich, we thought it best to push on the enth in the specified way, as we want to communicate this end

fate the tin broken to be worth \$07.; the er

REDMOOR.— T. Taylor, Sept. 27: In the 20 end resected a coper lode about 18 in. wide, composed cted a coper lode about 18 in., copper ore, which has hove the e. According to the section of the frame of our present end, but the exact height; therefore, I w

stand at hitchell's; about 300 tons of this inducria. Will be required. Other necessary works are being proceeded with, and we hope to be in full operation throughout the united mines in a very short time.

TREWEATHA.—T. Richards, Sept. 29: The lode in the 90 ends are producing saving work. In the 70 north the lode is producing about 3 cwts, of ore per fathom. The 50 cross-cut is extended 10 fms. 5 ft. towards the eastern lode. The stopes are without any important change.

work. In the 70 north the lode is producing about 3 cwts. of ore per fathom. The 50 cross-cut is extended 10 mms. 5 ft. towards the castern lode. The stopes are without any important change.

VALE OF TOWY.—T. Harvey, S. Harper, Sept. 28: The lode at Clay's engine-shaft, sinking below the 60, is much as last reported—producing a littlelead. In the 60 north nothing has been done in the past week; the men have been removed to No. 2 winze, in bottom of the 50, to communicate with the 60 for ventilation; the lode is 2 ft. wide, producing about 4 cwts. of lead per fathom. The lode in the 69 south is 4 ft. wide, producing about 16 cwts. of lead per fm. The lode at Bonville's shaft is 3½ feet wide, producing about 16 cwts. of lead per fm. this shaft is down to the required depth for the 60 fm. level, which we intend to commence driving north and south. The lode in No. 1 and 2 stopes, north and south. The lode in No. 1 and 2 stopes, north and south of this shaft, is 2 feet wide, producing 10 cwts. of lead per fm. The lode in No. 1 and 2 stopes, north and south of this shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 40, north of said shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 50, south of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 50 winze, sinking below the 40, is 2 feet wide, producing 6 or 7 cwts. of lead per fm. The lode in the 50, a such of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 50, a such of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 60, south of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 60, south of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 60, south of Field's shaft, is 2 ft. wide, producing 6 cwts. of lead per fm. The lode in the 60, south of field's shaft, is 2 ft. wide, producing fill 1 ton of lead per fm. The lode in the 60, south of field's shaft, is 2 ft. wide, produc

We shall complete the driving of the side tie in co

WEST ALFRED CONSOLS. d shaft, sinking below the 95.

need to sink it when we hope in a few fathoms to get into clean ki
WEST BASSET.—W. Roberts, Sept. 29: There is no alteration to
sport for the meeting on Sept. 22. Ores sampled to day computed 612

WEST PAR CONSOLS.

WHEAL TREVELYAN.—J. D. Osborn, Sept. 25: Yesterday w string:—Cater's shaft to sink below the 10 by six men, 1 fm. or

tones of yellow copper ore, of rich quality, have been broken from the wesseleorgina lode.

WHEAL EMMA.—Jehn Hitchins, Sept. 25: The 46 cast is improved, and pots of ore in the 46 west, and also at the engine-shaft. The mine is improved in the 46 means of the shaft is ready with the 66 fm. level; we have not taken down all the lode, but as far at its fully 24; ft. wide in the eastern end of this shaft; for about half its lengl good branch of ore, nearly 12 in, wide, better I do not recollect ever seeing in which has improved every materially from the last taking down, but after takin ore fully I will write you the particulars as to value, &c. The lode in the en the 66 is not so large as stated in my last report, the ground being a little stormerly, but the composition of the lode is much the same. The lode in the d, in the same level, is altogether about 18 in, wide, composed of quarts, a md a kind of chlorite granite; the ground in this end is also stiffer, which I dike to see, because it partakes more of a setfled character. The ground in the north, as we proceed from the lode, becomes more compact, but which we are my with all dispatch. In the western end in the 54 the lode is about 1 ft. visually of spar. I beg to remark, by way of conclusion, that the lode at the si

on Sept. 25 a parcel of crop lead ores, computed 80 tons, for sale on Saturday next.

WHEAL VENTON.—T. Richards, Sept. 28: We have not yet discovered the old or
western lode on the south side of the slide; the rough sketch accompanying this will
show you the present position of the drivages. You will perceive we have opened in
search of it both east and west. I would now recommind, before going further eastward, to extend west so far as the dotted lines. The whole of the ground south of the
great slide is exceedingly wet, which I consider favourable; and as the lode-shows more
lead between the two slides, the chances are that to the south of the great one some very
important discovery may yet be made, and I would advise continuing on with every
possible speed. The eastern lode has been suspended for some time, being small and not
very encouraging. The air would not admit of carrying on both levels at once; and the
prospects of the old lode being of more importance, we have concentrated the whole
force in that direction.

WHEAL UNION.—T. Glanville, Sept. 29: In the winze sinking below the 20 the
north lode is 2 ft. wide, composed of spar and copper ore. In the 30, east of the engineshaft, the south lode is worth for tin 100, per fm. The other-parts of the mine are
without alteration.

WHEAL ZION.—J. T. Phillips: In Moorshead adit we have a large hard lode in the

without alteration.

WHEAL ZION.—J. T. Phillips: In Moorshead adit we have a large hard lode in the end, through which we are driving, composed mostly of spar and capel, with a little mundle, and particles of copper ore. The south lode in the Glebe continues to look very kindly; we have only had two men here, but I intend having four men next month. The ground is not of a congenial character at the foot of the hill, where we have begun to drive; as we get further west we shall meet with more congenial klina, and intersect different cross-courses and an elvan course. The ground in the cross-cut, driving south from No. I adit shaft, continues much the same—driving by six men, at 51, per fin.

WHITFORD .-- J. Trevethan, Sept. 29: We are still without change at the shaft.

WHEAL ELLEN.—N. T. Miners, J. Hogk'ng, Sept. 30; We have much pleasure in stating that a considerable improvement, Fias taken place in our disgonal shaft since our report of the 10th inst.; the lode is now 18 inches wide, worsh for the length of the shaft (10 ft. long) 40t. per fin. In the 40, driving east, the lode has not been taken down since last reported. In the 40 west the lode is 18 in. wide, producing stones of copper ore of a good quality. In the 30, driving east, the lode is 18 insches wide, worth 10t. per fathom.

good quality. In the 30, driving east, the lode is 18 inches wide, worth 101, per fathom. YARNER.—J. Hamptou, N. Fanil, Sept. 29: The lode at the shaft presents no altera-tion in its quality or sira, and for the whole length of the shaft is worth 10 tons per fin. ther sinking 2 or 3 for 4 deeper, we shall cut ground, and put in bearers to carry the istern in which the present lift must stand; after this is done, the men will sink under poppy—lift.—This 20 east, since we have discovered the ore, has been driven a little less han 2 fins., which has turned out full 6 tons of copper ore; the end at present is worth where above 3 tons per fin., and the lode is enlarging as the end advances; it is very wet, and the water is still on the increase. The 20 west continues much the same— worth 4 tons per fin. We have good white killas ground in the cross-cut north, traversed by feeders or small branches of copper, and we doubt not of discovering a good side lode. The air throughout the mine being so bad, we have suspended the driving of the 10 end, the air throughout the mine being so bad, we have suspended the driving of the 10 end, the size throughout the mine being so bad, we have suspended the driving of the 10 end, the size throughout the mine being so bad, we have suspended the driving of the 10 end, the size throughout the mine being so bad, we have suspended the driving of the 10 end, the specially and when accomplished the mine will be thoroughly ventilated, and there-terns considerably increased.

MINING NOTABILIA.

At South Caradon Wheal Hoopers, the new 40-in. steam-engine, erected by Mesers. Nicholls, Williams, and Co., of Tavistock, was on Wednesday put to work for the first time, under the superintendence of Mr. William Matthews, the engineer, in the presence of a numerous company of shareholders and their friends. Steam having previqually been got up, about one o'clock the numerous company assembled to celebrate the occasion, welcomed with prolonged and enthusiastic cheers the first movement of the bob. Nothing could have gone off more satisfactorily than every part of the machinery did, and after a short time spent in watching their operations, the whole party (about 40 in number) proceeded to dinner, which was laid out in an adjacent building, under the chairmanship of Mr. Thomas Nicholls, of Tavistock, one of the principal shareholders. The cloth being removed, and the usual loyal tosat siyeren, the tosat of the day, "iSuccess to South Caradon Wheal Hooper," was heartly received and vocier-easily cheered, and 'responded to by Mr. Thomas Hooper, the lord of the manor, followed by the healths of the shareholders, engineer, London and local agents, the lades, &c., and suitably responded to. Success to mining in general, coupled with the names of the agents of the several adjacent mines, was heartly responded to by Mr. James Dymond, representing South Caradon, Capt. Thomas Richards, and other agents, all of whom spoke in the most fattering terms of this mine, and not only expressed their hopes for the success of this new undertaking, but unhesitatingly gave it as their opinion that South the man fattering terms of this mine, and not only expressed their hopes for the success of this new undertaking, but unhesitatingly gave it as their opinion that South Caradon Wheal Hooper would shortly prove a good and prothable mine. The memory of the late lamented Capt. Samuel Secombe received a most feeling and appropriate tribute; while the healths of the labouerrs, who also were provided with a substantial dinner, was enthusias

At CAMBORNE VEAN MINE a new 64-in. cylinder has been fixed to the pumping-engine (with metallic piston), by Messrs. Harvey and Co., of Hayle; it works admirably, and will effect a considerable saving in coal. It is expected that the mine will be in fork on Monday next. The sampling for the last two months is the best they have had for many years, and reaches 135 tons; of which 21 tons give a produce of 18; 34 tons, 9; 85 tons, 5%; and 15 tons, 4%. The mine will have about 5 tons of black tin in the hutch next Friday.

MINING IN ST. AGNES' DISTRICT.—Since my last communication or MINING IN ST. AGNES' DISTRICT.—Since my last communication of this subject, an improved state of things has taken place in this neighbourhood. An the long contentions, an engine has been put up on the Printalis Minis (under the at engineering skill of Mr. Thomas James), and is about to be set to work this were understand some of the principal adventurers are expected from London on this were may success and prosperity attend their persevering and indomitable efforting—An eight of the success and prosperity attend their persevering and indomitable efforting—An eight of the success and prosperity at the success. Prili deserves to be success all, and we heart wish him every prosperity at Wheal Freedom.—E. T.

WHELL LIVE — This service is to be success.

WHEAL UNY .- This mine is in the heart of the rich Redruth district WHEAL UNY.—This mime is in the heart of the rich Redruth district formwall), and, after a long struggle, is now about purent goests. They have gone to teat expense in sinking a new perpendicular shaft for a surface, to cut the great copper did. This shaft is now down to about the 50 fm. even under adit, and in a most beam to all the structure of the surface of the long in the surface of the lode in the great things are expected in the 50. The arctin-east part adjoins East Carn Brea, and a structure of the whole length by that long in fact, East Carn Brea engine-shaft is only a time of the surface of

now at one-half their value.

TUNNEL LODE.—Being at Plymouth, I was told that a splendid copper lode was discovered in a tunnel making for the Plymouth and Tavistock Railway, which is called Leebear Tunnel, in the parish of Bickleigh. To be satisfied fully as to this rich discovery, I paid a visit to the tunnel, and there saw a number of navvies engaged boring holes for the purpose of blasting the rock. They received me very kindly: indeed a more civil party of men I have not next with for a length of time. They at once invited me into the tunnel, where I was shown all over the place by one of the forement I then spoke of the lode recently discovered, and he once planted it out to me. I then strictly examined it, and found it to be in the roof of the tunnel, full i feet wide of as trictly examined it, and found it to be in the roof of the tunnel, full i feet wide of a strictly examined it, and found it to be in the roof of the tunnel, full i feet wide of a strictly examined it, and found it to be in the roof of the tunnel, full i feet wide of a strictly examined it, and found it to be in the roof of the tunnel, full i feet wide of a strictly examined it, and found it to be in the roof of the tunnel, full i feet wide of a strictly examining it downwards I found the lode to become very contracted, it being I ft. wide, underlying about 6 ft. In a fathom, very hard, no ore, and but little greens to be seen, so that I was obliged at once to put it down as a failure. The country about the lode in a granite, and exceedingly hard. I understand there have been many applications for the set, but as yet it is not granted.—As Oldo Misker: Calatock.

Wheat Charlottes sampled, on Thursday, 158 tons of copper ore, which

WHEAL CHARLOTTE sampled, on Thursday, 158 tons of copper ore, which considered to be worth about 1100. They have about 30 tons of ore broken under-ound and at surface not yet dressed. The prospects continue to improve.

EAST PROVIDENCE.—They have this week finished cutting down and EAST PROVIDENCE.—They have this week finished cutting down and have thoroughly cleared up the engine-shaft, and prepared to set the 10 to sink on \$at urday next. The lode in this shaft, although only 7 rms. deep from surface, is 11/a to 2 feet wide, of the most promising character. In the western end, especially, some very rich tinstuff indeed has been broken this week, and as the backs are all gone from surface down to this depth, and in another 10 rms. the granite will be reached, it will be seen that good returns may be expected in opening on this. Proble's shaft, or the copper between the produces good stones of copper ore, but will not do much until the branch falls in with it in slinking. An "did man's pit" (old workings) in a different part of the sett, about 7 to 10 feet deep, has been cleared up, and a rine iede about 2 ft. wide found in \$15. At file shallow depth it produces very good saving work for tin. It has been name Phillips's lode. Should things go on as at present, it will be seen that this is a mine of great promise.

OLD Bog MINE.—A new lease has been granted for this old and value property, specially mentioned in Sir E. Murchison's standard work, and it is now idenstood the mines will be worked on a capital adequate to their development.

From Leeds, our correspondents (Messrs. Gledhill and Co.) state that the mining market continues active, shares in several dividend and progressive mine having changed hands. An agent, who inspected the Wet Groves Mine on Sept. 21 writes us to say that the width of the vein, previously stated to be 3 ft. 6 in., is nearly 5 ft. wide. A meeting of the Pencores shareholders was held at the offices of the company, Park-row, Leeds, when a report from Capt. Charles Thomas was submitted, recommending them to sink the shaft deeper, and to extend the workings, which will require an outlay of upwards of 1990. The meeting was adjourned, in order to take the opinion of the whole of the shareholders.

M. S. RICHARDS, WOODLAND COTTAGE, STOKE, DEVONPORT, has FOR SALE the following MINING SHARES, or any part thereof, at the following prices:—
20 Wheai Crelake (Tavistock), at £2. This mine bids fair to become a very valuable property, the operations being carried on most vigorously, and at the present time they are within 6 ms. of the valuable ore ground discovered at surface, said to be worth £100 per fm., and which is computed at from 50 to 60 fms. in length from the boundary.
2 East Basset.
2 South Wheal Frances.
10 Pendeen, £3%.
2 South Wheal Frances.
10 Pendeen, £3%.
20 No Trelawny, 16s. 6d.
10 Calstock Consols, £54.
20 Wheal Marriett.
Mr. Richards is a BUYER of Rayen Rock (date North Tavy); also 20 Wheal Arthur, 25 Devon and Courtenay, 2 Wheal Mary Ann., and 1 South Caradon.

OR SALE: -25 Drake Walls, 20s.; 30 West Grenville, 9s.;

O BE SOLD BY PRIVATE CONTRACT, the undermentioned

DES SOLID BY PRIVATE CONTRACT, the undermentioned ENGINES and WHIMSEYS.—For particulars and price, apply to Mr. WILLIAM HADEN, Dixon's Green, Dudley.

PUMPING and WINDING CONDENSING ENGINE, Cylinder 38 in. diameter, stroke, 5 ft. 6 in. Two Lifts of PUMP TREES, 60 yds. each, one 8½ in., the other 8½ in. diameter; Winding Gear, &c., with two Bollers.

PUMPING CONDENSING ENGINE. Cylinder 53 in. diameter, stroke 7 ft. 6 in. Two Lifts of PUMP TREES, 55 yards each, one 12 in., the other 12½ in. in diameter, with two Bollers, &c., &c.

The above two Engines may be seen at work.

Also, four Colliery WHIMSEYS, with Bollers and Winding Gear.

DEEPFIELDS IRONWORKS, NEAR BILSTON.

TO BE LET, those excellent WORKS, known as "THE DEEP-FIELDS IRONWORKS," and consisting of an 80 horse-power CONDENSING ENGINE, a FORGE, with 12 Paddling Furnaces and a Hammer; also, a Boiler-plate and Sheet MILLS. The Machinery is in first-ratecondition, and the whole of the Works complete, with the usual Offices, Out-buildings, &c.—Apply to Gress Brothers, Kingstreet, Wolverhampton.

FIFTEEN to TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM upon current value of shares, in CORNISH TIN and COPPER MINES.

upon current value of shares, in CORNISH TIN and COPPER MINES.
Dividends payable two-monthly or quarterly.

M.R. R. TREDINNICK, MINING ENGINEER, SENDS his
SELECTED LIST OF SOUND PROGRESSIVE AND DIVIDEND SHARES
upon the receipt of a Fee of One Guines.
Review of Cornish and Devon Mining Enterprise, 5s. per copy.
Maps per post of the Builer and Baset, Great Vor. Alfred Consols, the Providence and
Margaret, South Caradon, and the Devon Great Consols Districts, 2s. 6d. each.
Cornish Mines, well selected, pay better than any other description of securities, are
freer from risks, and entail less responsibilities than banks and other joint-stock companies. Shares bought and sold on commission of 2½ per cent.
Money advanced at 16 per cent. annually, for short or long periods, upon approved Mining Shares.—4, Austinfriars, Old Broad-street, London, E.C.

With this week's Mining Journal we give a Supplemental Sheet, which contains—Mines and Mining in Ireland—Necessity of Government Inspection—No. V.; Improvements in Coal Mining—No. III.; The First Locomotive; The Smoke Prevention Patents (illustrated); On an Apparatus for Exhibiting Optical Illusions Illustrating Spectral Phenomena (illustrated); Improvements in the Steam-Engine—Craddock's Boiler (illustrated); Safety-Lamps—Improvements (illustrated); English and American Coal—Coal-Burning Locomotives; Cornish Mining Maxims—No. VI.; Telegraphic Statistics; Austrália.

The Mining Market; Prices of Metals, Gres, &c.

METAL MARKET-LONDON, Oct. 1, 1858 COPPER.
Copper wirep. lb. 0 1 3-1 1 1 13-1 13 0 11- -11 13-0 1 0 0 19- -0 0- -0 0- -0 0- -Sheathing & bolts . . ., Bottoms , 0 Old (Exchange) , 0 Best selected , p. ton 101 Tough cake , 98 Tile , 98 South American , 90 0 0- - Per Ton.
0 0- - 5 0.
5 0- - 5 0.
0 0- 9 10 0.
0 0- 9 15 0.
0 0- 10 10 0.
0 0- 4 15 0.
0 0- 6 7 6.
0 15 0 0. Bars ditto 8 10
Hoops ditto 9 5
Sheeta, single 9 10
Sheeta, single 9 10
Pig, No. 1, in Waies 3 15
Refined metal, ditto 4 10
Bars, common, ditto 6 0
Ditto, railway, ditto 6 5
Ditto, Sweet in London 12 15
In stock to arrive 9
Pig, No. 1, in Clyde 2 16
Ditto, in Tyme & Tees 2 10
Ditto, furge 2 2 17
Staffordshire Forge Pig 3 0
Weish Forge Pig 3 0 English, blocks ... 118 0 0 —
Ditto, Bars (in barrels) ... 119 0 0 —
Ditto, Refined ... 121 0 0 —
Banca ... 115 10 0-116 0
Straits ... 114 10 0-115 0 6-2160 6-326 6--0-500 0-350 21 10 22 10 23 10 27 0 25 10 20 0 LEAD. English Pig
Ditto sheet
Ditto red lead
Ditto white
Ditto patent shot
Spanish
American 0-22 10 0 0- --0- --0-30 0 0 Yellow Metal Sheathing, .p. lb. 914d. Wetterstedt's Pat. Met. ..p. cwt. 2 2 0 10 0-0 0-20 10 0 Indian Charcoal Pigs

-A moderate demand for metals generally has existed, and our market closes steadily, with very little variation in quotations since this day week. There is still a gloom at times spreading over our market, although not of long duration, yet while it lasts has a deadening effect, and gives a bad appearance; nevertheless, when it is overcome, animation restored, and signs of better things in view, business for a short time soon brightens up, and we are apt to be led to expect more than is usually realised. During the present year, disappointments, mistaken calculations, and many losses have been sustained; such results create misgivings, and render it difficult to foresee the future state of our market. Those buyers who have experienced the bitter reverses of trade doubtlessly will, or must exercise extreme caution in their future operations, and however good and promising returns may seem likely to ensue, their crippled means, and the remembrance of the past, altogether not to be easily effaced, will act as a great drawback. Notwithstanding all these vicissitudes, the chances are certainly more in favour of a steady improvement, now that prices have been so much reduced; for instance, copper, since February last, has fallen 3d. per lb., or 28l. per ton. Scotch pig-iron in March at 60s., now 54s., in Glasgow. Welsh bars in London in February at 7l. 10s., to 8l. at present, 10s. per ton less—7l. Staffordshire iron has fallen 10s. to 20s. per ton. Lead is 30s. per ton less—the in March at 10s. Swedish keg steel, rang-Lead is 30s. per ton lower than in May last. ton. Lead is 30s, per ton lower than in May last. Swedien keg steel, ranging about 22l, per ton, has dropped to 18l, 10s, 19l. Spelter, in February 27l. 10s. to 28l., has receded 4l. per ton. Zinc, 34l. to 30l., being also a fall of 4l. per ton. English tin, 128l. per ton in March, is reduced 10l. per ton, current rates being 118l. per ton. Coke tin-plates 4s. per box less; in February the quotation stood at 29s. to 30s., now only 25s. per box. Such depreciation in the value of all English metals must necessarily produce increased consumption, but the extraordinary convolution that has

Such depreciation in the value of all English metals must necessarily produce increased consumption; but the extraordinary convulsion that has prevailed in nearly all commercial nations, renders it a matter of time before anything sure and regular can be depended upon.

COPPER.—At present orders have not been given out so freely as might have been anticipated, especially for manufacturers' descriptions. There is a particularly marked falling off in sheathing for shipment; the quantity comparatively has been quite insignificant. The principal enquiries in our market are for cake and tile, either English or Burra Burra; no difficulty exists in buyers obtaining their requirements in English, but holders of Australian are less anxious to realise, holding off, thinking perhaps that current rates may soon be advanced; the general bearing of the market, however, seems likely to be somewhat different; the demand may probably improve sufficiently to enable smelters to remain firm at fixed rates, but an attempt to force prices just yet would only prove abortive. There is an attempt to force prices just yet would only prove abortive. There is already a considerable quantity of Burra Burra in warehouse here, besides which several shipments are close at hand, and may be looked for shortly. which several snipments are close at hand, and may be looked for shortly. Such being the case, anything beyond present smelters' rates would only assist holders of foreign to work off their parcels to the injury of tough cake, best select, &c.; it is, therefore, not at all likely smelters will alter prices to their own cost, but rather we may look for a reduction in the

prices to their own cost, but rather we may look for a reduction in the standard, for if production exceed consumption miners must accept less for their ores, or burden themselves at the pit's mouth with a superfluous stock, or otherwise lessen the extent of their sales.

IRON.—The prices of all descriptions have scarcely undergone any change, and no contracts are reported below previous quotations. The ironmasters are mostly well supplied with orders in proportion to the contracted quantity they now turn out, and there is little fear of their being able to uphold present prices. Scoreth price bees eligible fleatered and prices of property in the proportion of the property in the proportion of the property property is the property of the property of the property property in the property of the property property is the property of the property property in the property of the property property is property of the property property in the property property is property in the property property in the property property is property in the property property in the property p present prices. Scotch pigs have slightly fluctuated, and mixed numbers on 'Change were quoted higher; sellers at 55s. 6d.; buyers, 55s. to 55s. 3d., g.m.b., f.o.b. in Glasgow.

Lead.—With the exception of sheets, which have risen 5s. per ton, lowest price being 22% 10s., nothing has occurred to disturb the evenness of the market.

SPELTER.—There has been rather an easier market, a few parcels have

SPECTER.—There has been rather an easier market, a few parcets have changed hands at 23l. 12s. 6d. to 23l. 15s. on the spot. Stock in warehouse here 4038 tons.

Trn.—In English the smelters report a good business doing at last rates, and at present, there being no pressure on the market of foreign, no prospect of any decline. A small lot of Banca has realised 116l. Straits, 114l., cash; 114l. 10s. to 115l. usual conditions, three months.

TIN-PLATES.—An evident tendency to decline at 24s. 6d. to 25s.; makers would not turn away orders; the latter price is more generally demanded.

GLASGOW, SEPT. 30 .- In the beginning of the week our market very flat, and several lots of manufacturers' warrants changed hands at 55s. and 54s. 9d. per ton, cash prompt. Yesterday and to-day, however, there has been a firmer feeling, and the price has again advanced to 55s. 3d., buyers. The actual position of the trade, however, continues unaltered, and there are no signs of improvement in the legitimate demand. The and there are no signs of improvement in the regimnate described stock in store now amounts to 123,000 tons, and would have been siderably greater but for the canal having been closed for a week. sucraony greater but for the canal having been closed for a week. They are now receiving about 900 tons per day, and have orders on hand which will keep them going at that rate for two or three weeks. The miners have demanded 1s. per day advance in wages, and threaten to strike if they cannot obtain it. The masters, however, are firm, and in some cases the miners have already given in. The present prices are only maintained by considerable speculative puying, but with such a rapidly increasing stock was are inclined to look for a great fall era long. Shipment: Francier we are inclined to look for a great fall ere long. Shipments: Foreign, 4634 tons; coastwise, 5822 tons = 10,476 tons, against 12,093 tons last year.

4634 tons; constwise, 5822 tons = 10,476 tons, against 12,093 tons last year. Quarterly Report.—The iron trade continues to expand. The production of pig-fron in the quarter just closed is unprecedented, having reached 249,090 tons. The stocks have thus, and partly owing to the continuous cossistion of the greatest maleable work in this district, combined with a falling off in the exports, increased 34,090 tons, and are now 239,090 tons on Oct. 1, 1857. Yet in the face of an accumulating stock extensive purchases were made, at from 53s. to 55s. 56t., cash, and 54s. 66t. to 57s., three months open—the price averaging in July 53s. In Aug. 55s., and in Sept. 48s. 4d. per ton. Although these quotations are fully 15s. below the average price of the last five years, and scarcely renumerative to the ironamation in general, still they have supplied the market freely at the current price of the day, and continue to send considerable quantities into warshouse-keepers' atores. Not withstanding the great slackness still fet by the Iron shipbuilders on the Clyde; a growing improvement is to be noted among the local malleable works

and foundries, coincident with the decidedly reviving trade of the country, wards of nineteen millions of bullion in the Bank of England—the prospect commercial future, by the opening of entirely new markets in the East and to of the Pacific, with Brasil, India, Algeria, Austria, and Austrials wanting there cannot fail, scotter or later, to be stimulated an increasing demand for is the foundation of dimest every industrial entires.

* A verage number of furnaces in blast, 131. † 123,000 tons in Mesers. Connal's stores: 107,000 tons in makers' hands, exclusivent arron stock.

tiventool, Sept. 30.—The tone of our metal market has experienced scarcely any alteration since the date of our last report. The orders for Welsh bars and rails are reported as being to a fair extent, whilst for Staffordshire iron of the general descriptions the demand is limited, and will be, in all probability, for the remainder of the year. In Scotch pig-iron a fair amount of business has been transacted during the past week, and prices have been well maintained. The shipments show a falling off, being 10,476 tons, against 12,093 tons for the corresponding week of last year. There is a somewhat strong feeling favourable to an advance in prices, and considerable purchases have been made for forward delivery, in anticipation of higher prices. For tin-plates the demand has somewhat fallen of, and prices have tended downwards rather than otherwise. A fair extent of business is reported in English tin at unaltered rates. A large business has been done in copper since the reduction on Sept. 24 of \(\frac{1}{2} \) d. per lb., and a good enquiry still exists at present quotations. In ised business has been limited; prices are nominally unchanged. The following are the quotations:—Iron: Merchant bar, 6l. 5s. to 6l. 10s. per ton.—Tin: Common block, 118l. per ton; common bar, 119l.; refined block, 12ll.—Tin-plates: Charcoal, IC, 31s. per box; coke, IC, 24s. to 24s. 6d.—Leat; English sheet, 23l. 10s. per ton; English pig, 21l. 5s.—Copper: Cake and tile, 98l. per ton; best selected, 10l. per ton; sheathing and bolt, 11d. per lb.—Yellow metal sheathing, 94d. per lb.—Steel: Blistered, 30l. to 40l. per ton; spring, 18l. to 24l.; cast and shear, 50l. to 60l. per ton.

New York, Serr. 18.—Scotch pig-iron is in moderate demand, but without alteration in price, the present quotations being \$22.50 cash, and \$23.50 for six months. English bar is steady, sales of 50 tons having been effected at \$55 for refined, and \$42.50 to 45 for common. Block tin being easier, a rather brisk demand has sprung up, and 1100 slabs have been sold at 28 c. cash for Banca, and 22 c. to 27½ c. for Straits; many holders now refusing to sell under 30 c. In tin plates at good jobbing trade is doing, prices being steady at \$9.62½ to 9.75 for ½ x. Copper is more in demand, but holders being firm there has been but few transactions, we note sales of 78,000 lbs., Minesota and Lake, at 24 c. cash. Old copper has been freely enquired for at 20½ c. Steel continues without alteration, the last quotations being, English cast, 17 c. to 18 c. per lb.; spring, 16½ to 17½. Zinc continues to be in demand, at 8½ c. to 8½ c. Spelter is very quiet, the previous quotations being with difficulty maintained.

With a glut of money, and few means of profitably employing it, business continues dull, even for this holiday-making season of the year. Railways have had a start during the week, but principally among the jobbers at present, in expectation that the public will follow. In Mines, although the brokers are doing a good business in dividend stocks, and purchasing largely as investments for their clients, there is no excitement and very little speculation in the market, and consequently, with few exceptions, prices are not maintained, and decline as shares are forced for sale. How long this is to continue it is impossible to say, but experience has shown that times of unusual depression are always succeeded by sudden changes to excitement, and a mania for speculation. During the past week South Caradons have had an advance to 410, ex div.; at the meeting a dividend of 8l. per share (2048l.) was declared, and the report of the raine very favourable; the previous dividend, however, was 10l., with the bonus. Mary Ann shares have been in good demand at 43½ to 44½, and seem to have an upward tendency. Trelawny, 24 to 25; Rosewarne, early in the week were flat at 25, but left off firmer, and with a demand, at 27½ to 32½. East Basset also better, at 90 to 95; at the meeting the accounts showed a profit of 187l. 1s. 5t., with all costs charged up to the end of August, including 400l. in extra cost and merchants' bills, attendant on the erection of the new engine; the report issued to the shareholders is very satisfactory, and promising for early dividends. In the new winz, east of the 60 cross-cut, the lode is worth 20l. per fathom, looking well for cutting the lode in the 80. The stopes in bottom of the 60, 28 fathoms east of the 60 cross-cut, are worth 70l, per fin. South Tolgus, 72½ to 751 at the meeting a dividend of 1l. 10s. per share was declared, and the next is expected to be 2l. per share. Wheal Margery have been flat at 10l., owing to a reported accident to the machinery. Wheal Margaret, 55 to 58; Providence Mines, 60 to 61; Bryntail, 3½ to 3½, and a good business doing. North Minera, a new mine, under the Limited Act, and new few longs. purchasing largely as investments for their clients, there is no excitement is expected to be 2l. per share. Wheal Margery have been flat at 191, owing to a reported accident to the machinery. Wheal Margaret, 5b to 58; Providence Mines, 60 to 61; Bryntail, 3\frac{1}{2} to 3\frac{1}{2}, and a good business doing. North Minera, a new mine, under the Limited Act, and near to Minera, and having parallel lodes, has been largely dealt in at 4l. to 5l; there are 1000 shares only, and the prospects reported as favourable for early returns of lead. Herodsfoot shares enquired for at 6\frac{1}{2} to 6\frac{1}{2}; Cld Tolgus, 22\frac{1}{2} to 27\frac{1}{2}; Trevoole, 16 to 18, and not much doing; North Grambler. 1; Grambler and St. Aubyn, 135 to 137\frac{1}{2}; East Gunnis Lake, 30t to 32s, 6d.; South Frances, 185 to 195, and more enquiries made. Tamar Consols, 12s, 6d. to 13s, 6d., and more doing. Great South Tolgus, 14 to 14\frac{1}{2}, sellers; Par Consols, 16\frac{1}{2} to 17\frac{1}{2}; Redmoor, 6s, 6d.; Dolcoath in demand at 300 to 310, and the mine said to be looking better than ever. West Seton, 270 to 280; Wheal Wrey, 2\frac{1}{2} to 2\frac{1}{2}; Wheat Kitty, \frac{3}{2} to 9; East Tamars have been in good request, and the price has advanced from 10s, to 17s, 6d., 20s. An improvement has taken place in the 40 south, lode worth 50l, per fm.; and at the shaft, lode also looking better. North Roberts have been flatter, and leave off 2\frac{1}{2} to 2\frac{1}{2}, without any reported. Roberts have been flatter, and leave off 2½ to 2½, without any reported change in the prospects. Ludcott, 30s. to 32s.; the ends here continue good. West Par, 10s. to 12s.; West Grenville, 7s. 6d. to 8s. 6d.; Vale of Towy, 16s. to 18s., quiet. West Caradons have advanced from 80 to change in the prospects. Ludcott, 30s. to 32s.; the ends here continue good. West Par, 10s. to 12s.; West Grenville, 7s. 6d. to 8s., 6d.; Vale of Towy, 16s. to 18s., quiet. West Caradons have advanced from 80 to 100. At the meeting on Wednesday the accounts showed a profit of 13d., and three shareholders were appointed to confer with the late committee as to my change requisite in the management. The mine has improved on Menadue lode, and it is expected the company will soon commence dividends again. Wheal Grenville, 1½ to 1½; several shareholders have written us respecting some remarks in last week's Journal, and if they will either apply to the office of the company, or send an agent to inspect the mine, they will find those statements are not consistent with facts; and it is much to be regretted that persons writing upon mines are not more careful in their remarks, whether in depreciating a property in which they have no interest, or writing panegyrics upon their own. Basset, 200 to 205. Wheal Charlotte continues to improve; they sampled 158 tons of copper ore on Thursday, estimated to be worth 1100L, and there are about 30 tons of ore broken underground and at surface; the next sampling is expected to be 200 tones. North Dolcoaths have advanced to 3, 33, in consequence, it is said, of a discovery of silver in the gossan. Kelly Bray, 35s. to 40s., in demand; Great Wheal Vor, 37s. to 40s.; Wheal Edward, 2½ to 2½; Wheal Uny, 8½ to 9½, and a demand for them; Carn Brea, 52 to 54; East Providence, 1½, a discovery has taken place at the engineshaft. Wheal Arthur, 16s. to 18s.; the mine improves, the Calstock lote is valued at 10t. to 12t. per fm. Harriett, 16s. to 18s.; Sortridge Consols, 20s. to 22s. 6d.; East Russell, 5½ to 5½; East Trefusis, 3½ to 3½.

We have received several communications and complaints relative to the summary dismissal of the purser of Wheal Edward, but have not time to enter into the question this week. One correspondent informs us that those who voted for the resolution, and present at the meeting, held only 250 to 300 shares out of 4096, and suggests that a special meeting should be called to investigate the whole matter.

At Truro Ticketing, on Thursday, 3554 tons of ore were sold, realising 18,906*L* 10s. The particulars of the sale were—Average standard, 125*L*; average produce, 6½; average price, 5*L* 6s.; quantity of fine copper, 229 tons 9 cwts. The particulars of the sales during the past month have been:—

-	Date			Tons.		6	tanda	ard.	P	ro	duce.		Price	e per	to	m.			opper.	,
	Aug.	26	 	2719	 		£128	4			6%		Æ6	0	0		 . 4	287	18	
		- 9		2623			127	- 7	 	_	634	 		14	u		 	90	24	
	- 00	30	 : .	3554	 		125	0			616	 	5	- 6	0	4	 0.0	00	10	ı

Compared with last week's sale, the decline has been in the standard 11. 4s.; and in the price per ton of ore 1s. 6d. Compared with the corresponding sale of last month, the decline has been 41. 7s. in the standard, and in the price per ton of ore 5s. 6d.

From Cuba, Soto, 183 ton 99 tons, 4600 3673d. 188.; Namaqua, 10 Namaqua, 10 tons, 20,4461. Parys, Chape ticulars of th 62.18s. 6d. p were bought Comparing advance has out 2s. 10 In the Co In the Covailed, and laken place larger than days 261 sh left unsold. 17s. 6d. to to 14s.; Ha COAL CO house Com-

OCT.

The Con Wallsend, In SALTI amount of bags. No quotations
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At Swansea Ticketing, on Tuesday, 2199 tons of ore realised 26,5921.1s. of the British mines—Berchaven sold 524 tons, for 35531.1es. 6d.; Rinockalon, 248 tons, 21814.1ls. 6d.; Parys, 103 tons, 3201.1es. 6d.; Rinockalon, 248 tons, 25101.1ls. 1ls. 6d.; Parys, 103 tons, 3201.1es. 6d.; Rinockalon, 331 tons, 3204.1es.; total, 888 tons, 61451.1ss. The foreign ores were—From Cubs, 524 tons, 53010.1es.; Cobre, 263 tons, 40461.5s. 6d.; Del 500, 133 tons, 22204.1ls.; Great Barrier, 122 tons, 15801.5s.; Estrella, 99 tons, 4601.1ss.; Garrucha, 98 tons, 6911.1ss. 6d.; Tharsis, 77 tons, 5731.1ss.; Walwich Bay, 75 tons, 20531.4s.; Sydney, 11-tons, 1524.1ss.; Namaqua, 10 tons, 1321.1ss.; San Fernando, 2 tons, 1144.: total, 1311 tons, 20,4461.8s. The next sale will comprise ores from Cobre, Springbok, Parys, Chaparrita, Ramsley, Spanish, Bampfylde, Westcott. The particulars of the sale on Tuesday were—Average standard, 1041.5s. 6d.; oreage produce, 134; average price, 114.3s. The 888 tons of British ore (produce 8 1-16th) were bought at a standard of 1201.0s. 6d., equal to 18.18.6d. per ton of ore. The 1311 tons of foreign ores (produce 8 1-16th) were bought at a standard of 991.12s. equal to 154.8s. 6d. per ton of ore. Comparing the results of the sale on Tuesday with that on Sept. 14, the strands has been in the standard 21.5s., and in the price per ton of ore bout 2s. 10d.

gont 2s. 10d.

In the Coal. Market, during the past week, great activity has preniled, and although there has been a very brisk demand no decrease has
sten place in the price, in consequence of the supply being so much
larger than it has been for some time past. During the first two market
days 261 ships were placed on the market, of which number only 51 were
left unsold. Yesterday, the number of ships at market was only 69, of
which hamber 58 were sold; the closing prices being—Best Wall's End,
17a. 6d. to 18s.; best seconds ditto, 15s. 6d. to 16s.; manufacturers', 13s.
tols.; Hartley's, 14s. 6d. to 16s.; and steam qualities, 21s.
Coal Contracts.—The St. George, Hanover-square, Bath and Washhouse Commissioners require a six months' supply of Welsh Coal, Newcastle large and small Coal, and Coke.
The Contract for Supplying Coals to the Holborn Union was taken at—
Wallsend, 18s. per ton; and coke, 11s. 6d. per chaldron.

In SALTPETRE, during the past week, there has been only a moderate amount of business doing, the total quantity of Bengal sold being 2450 bags. No alteration from last week's prices has taken place, the latest quotations being—3½ per cent. refraction, 46s. 6d.; 6 per cent. refraction, 45s.; 12½ per cent. refraction, 42s. 6d.; 842 bags of Madras, 19 to 14 per cent. refraction, sold at 40s. to 40s. 6d.; and 450 bags of Bombay, refraction 17½ to 15½ per cent., realised 42s. per cwt. The quantity landed last week was 12s tons; delivered, 215 tons: leaving in stock, 3225 tons, against 6340 tons in stock this time last year.

The following dividends were declared during the month of September:-

Mines.		Per share.	Amount.
Devon Great Consols			£7168 0 0
Wheal Mary Ann			2304 0 0
South Caradon			2048 0 0
South Wheal Frances		4 0 0	1984 0 0
West Basset		0 6 0	1800 0 0
Tincroft		0 5 0	1500 0 0
Wheal Buller		5 0 0	1280 0 0
Cwmystwith		5 0 0	
Polberro			620 4 0
Wendron Consols		1 0 0	512 0 0
Grambler and St. Auby	n	2 0 0	
East Pool		2 10 0	320 0 0
Craddock Moor		0 5 0	
Hoscenn		1 0 0	
English and Australian		0 2 6	877 15 0
Total			222.043 14 0

At South Wheal Tolgus meeting, on Tuesday, the accounts showed—since irst audit, 2861. 8s. 7d.; ore sold, 27701. 5s. 11d. = 30501. 14s. 6d.—Mine cost dy and August, 16801. 5s. 2d.; merchants' bills, 5457. 2s. 2d.; leaving balance in favour mine, 5317. 7s. 2d. The profit on the two months' working was 5447. 18s. 7d. A vidend of 7691. (11. 10s. per share) was declared, and 631. 7s. 2d. carried to the credit the next account.

The Polberro Tin Mine (St. Agues) paid a dividend of 7s. per share or

The Politerro 1 in Mine (St. Agnes) paid a dividend of 7s. per share on Sptember 23.

At West Caradon Mine meeting, on Thursday (Mr. P. D. Hadow in the chair), the accounts showed a balance in hand of 1279. 18s. 11s. The captain stated that the fine was very much improved, and that a good profit would be made in the ensuing two mentles. The report and accounts were adopted, and Messra. Thomas King, Boyle. 20 Munday, appointed to join the present committee of management, and authorised selfect whatever reforms they may think necessary for the benefit of the adventurers. At Devon Wheal Buller meeting, on Sept. 25 (Mr. S. E. T. Carpenter in the chair), the accounts showed—Ores soid, 216t. 17s. 16t.; carriage, 27t. 18s. 6d.; this, 4937, 9s. 6d. 648. 8d. 16d.—Ballance last and the 79t. 19s. 5d.; mine cost, for May, 18st. 8t. 16d.; June, 129t. 14s. 8d.; July, 173t. 18s. 8d.; Smarries Office, secretary's mary, interest, &c. 58t. 9s. 8d.; hell and the correctary defining the state of this meeting be given to the state of the mine.

At East Basset Mine meeting, on Sept. 28, the accounts showed—Ore

At East Basset Mine meeting, on Sept. 23, the accounts showed—Ore sold, 1832. Is. 9d.; tinstur, 514. 13a. 6d. =2396. 15a. 3d.—Balancelast audit, 1837. 2s.; mine coat four months ending August, 12627. 2s. 4d.; emeriants' bills, 7271. 15a. 7d.; while engine-house, 76d.; dues, 1494. 15s. 11d.; leaving balance in favour of the mine, 2. 19a. 6d. The profit on the four months' working was 1871. Is. 5d. Capt. W. Nan-driver reported upon the prospects of the mine.

At Wheal Edward Mining Company meeting, on Thursday (Mr. J. E. Mathew in the chair), the accounts showed a balance in favour of the adventurers of 62. 16s. 1d. A resolution was passed dismissing Mr. Wm. Watson from the office of passer. The proceedings are fully detailed in another column.

At the Dale Mining Company meeting, on Tuesday (Mr. J. Procter in becake), the accounts showed a balance in favour of adventurers of 631. 14s. 5d. The Chairman intimated that it would be necessary shortly to make a call of 2s. 6d. per share. The proceedings are detailed in another column.

The Gievraunn Mining Company first meeting was held at the offices, The Gievraum Mining Company first meeting was held at the offices, in Dublin, on Monday (Sir James Dombrain in the chair). The report stated that as far as operations had gone every expectation held out in the original prospectus had been fully realised, and that the directors felt confident that the adventure would turn out a vary profitable one; that all the machinery on the mine had been purchased from the original proprietors at one-fourth the original cost (600L), and that the amount of capital arrady subscribed for would be sufficient, or nearly so, to develope the capabilities of the mine. The accounts showed a total expenditure of 726L 3s. 10d. to Aug. 31, 1858, after ten months' working. The shaft is now driven 17 fms. from surface, and 12 from the adit level, the adit being driven 54 fms. The reports of Capits. Tabb and John Peberlick, of Bommahon, are very favourable, and they advise a vizorous prosecution of the bink, the folde maintaining its full breadth to the bottom of the shaft. This mine is alliated in the country of Mayo, about nine miles west of Ballycastic, on the sea coast. The set comprises about 1200 acres, held under Lord Arran. Fourteen men are at resent employed, and the expenditure is about 35f. per month. Every fair indication The set comprises about 1200 acres, held under Lord Arran. Fourteen men are at present employed, and the expenditure is about 331, per month. Every fair indication is present to warrant spirited outlay, to judge by the capitain's reports. The specimens ladd before the enting, and stated to be average samples, were certainty very good, and from analyses made by the Mining Company of ireland they appear to contain from 11/4 to 15 per cent. of fine copper. The office of the company is at 43, Gration-street, where applications will be received, or at the Company's brokers, for the shares. Lord Goo, Hill and Mr. G. Alexander, M.F., were re-elected directors.

Penden Compals available of Sert 201 103 terms of contract One.

Pendeen Consols sampled, on Sept. 29, 108 tons of copper ore. South Dolcoath and Carmarthen Consols have sampled 12 tons of ore.

South Dolcoath and Carmarthen Consols have sampled 12 tons of ore. At the Linares Lead Mining Company meeting, on Tuesday (Mr. Wm. Warne in the chair), the accounts showed a balance in favour of the adventurers of 8497, 4, from which a divident had been declared of 5s. per ahare, free of income see fally reported in another column.

At the London and Virginia Gold and Copper Mining Company meetally, on Wochesday (Mr. J. H. Gement in the chair), called for the purpose of absolutely winding up the company; it was agreed to adjourn to Oct. 18, to enable the directors to exilter extain matters. The proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman. At the Anglo-Californian Gold Mining Company special meeting on Wochesday (Mr. William Sarl in the chair), the Chairman observed that the present of a lane 12, 1857. This idea had not entered into the minds of the liquidators, nor did they balave it to be of sany material consequence. In order, however, that all doubts should be dispelled, they had summoned the present meeting to confirm the minutes of that previously held. Afr. Joseph Sarl moved, "That the appointment of the liquidators is

should be confirmed." This was seconded by here. J. C. Wisson, and unantmously carried. Mr. J. W. Williamson then projected—"That in company should forthwith be ried. Mr. J. W. Williamson then projected—"That in company should forthwith be ried. Mr. J. G. Parker, was like-voluithatily world—"This inciton being seconded by here. J. G. Parker, was like-voluithatily world—"The inciton being seconded by here. J. G. Parker, was like-voluithatily world—"The project of the most part have been without alteration. At the Linsies meeting, on Tuesson in the most part have been without alteration. At the Linsies meeting, on Tuesson was stated that operations have proceeded with their accusationide tegrilarity; both in the east and west sections tutwork has been vigorously prosecuted. Diffing the six months, ending June, 326 tons 17 cwts. of lead ore have been raised and dressed; being an average of 642 tons 12 cwts. per month. The reserve in the mines, removable at 8 moderate tribute, was 14,000 tons. There is every prospect of making some very famourable discoveries during the next months. Last June the first parcel of ore was forwarded per rail from Lora to Seville, and it is expected that when the line is complete the expense of transmitting ore will be reduced to half its present cost. During the year they have reduced 3092½ tons of ore, yielding 1972½ tons of first-class lead, being an average of Tra's per cent., while the sing, &c., has yielded 314 tons; making the total yield 2166 tons, the profits for the six months being 3806. The shares are quoted at 20½ to 1½. Cobre Copper shares have been done at a further reduction, present quotations being 36½ to 36. United Mexican remain heavy, no transaction having taken place in them, the quotation being merely nominal. The Alten and Quasangen Company report the produce for August to be 209 tons of ore, yielding 12-735 tons of lead, the produce averaging 6½ per cest. The Old Mine has improved, and is now yielding 2½ tons of ore per fin., and the lode is daily increasing in

average from 2½ to 3 tons of silver-lead ore per lacther. The shares are winded anterprinted to the present price is par to ½ premium. Copiapo shares continue to be efficient of the street of the present price is par to ½ premium. Copiapo shares continue to be efficient of the street of the stre

GOVERNMENT MINE INSPECTION .- The total number of accidents from all causes during the year has been 1119. Of this number, 377 resulted all causes during the year has been 1119. Of this number, 377 resulted from explosions of fire-damp; 372 from falls of roof and coal, and the sides of workings; 162 in shafts; and 208 from miscellaneous causes. The largest number of accidents occurred in Mr. Morton's district (245), whilst the total number in Scotland was 79.

Mr. Matthias Dunn remarks, that with regard to the general accidents, the grand salvo is the employment of properly-experienced managers, but without ample remuneration such cannot be had; a general demand is now prevailing for the importation into the southern districts of viewers, &c., who have derived their knowledge in Durham and Northumberland.

Mr. Atkinson refers to the Mining College as likely to produce good results, as it will cause a more competent class of managers to be employed to conduct the collieries: the number of deaths in his district was 80. Mr. Joseph Dickinson's report shows that the number of deaths from accidents

Joseph Dickinson's report shows that the number of deaths from accident have been rather on the increase than otherwise, there having been 90 persons killed in his district in 1857, against 84 in 1856.

Mr. Higson regrets that he cannot show a diminution in the number of

Mr. Higson regrets that he cannot show a diminution in the number of lives lost, and comments upon the insubordination of the employed. Number of deaths, 105. Mr. Hedley likewise reports a larger number of deaths (55) in the preceding year, but remarks that the increase has arisen from unusual and unforseen circumstances. The decrease in the loss of lives from ordinary operations is 11, as compared with last year.

Mr. Thos. Wynne reports a decrease of three accidents and three deaths in his district, 67 having lost their lives in 1857, against 70 in the preceding year.

in his district, 67 having lost their lives in 1857, against 70 in the preceding year.

Mr. Lionel Brough (Staffordshire and Worcestershire) shows a decrease of 11 per cent., which affords, he continues, proof of the beneficial working of the Act. The number of deaths in his district during the year was 139, against 156 in 1856.

The late Mr. Mackworth reported that the number of fatal accidents in the counties of Monmouth, Gloucester, Somerset, Glamorgan, Brecon, and Devon during 1857 was larger than in any of the preceding six years, with one exception—they being 85, against 65 in 1856. Mr. Evans reports that, although the production of coal in South Wales is rapidly increasing, the number of fatal accidents is steadily decreasing. Number of deaths 94, against 224 in the preceding year. Mr. Morton regrets to record that, owing to the awful explosion of fire-damp in Feb., 1857, at Lund Hill, the loss of life in the Yorkshire coal mines, during the year, has been unprecedented—245, against 52 in 1856.

unprecedented—245, against 52 in 1856.
With regard to Scotland, in Mr. Williams's district, the number of deaths during the year was 38, against 47 in 1856. In Mr. Alexander's district, the deaths were 41 in 1857, against 45 in the preceding year. We shall refer to the reports more fully in our next.

LEAD ORES

Mines.	Sold	by	the	M	NE	R.	2									September. Purchasers.
Mines.								Tons.			T.	rice	per	to	n.	Purchasers.
Lor 1								. 120			. 4	E13	13	0		Walker, Parker, & Co.
2								. 120				13	13			ditto
3								201	6			13	8	6		Panther Lead Co.
4								71	7			13	6	0		ditto
5								7	٠.			12	1	0		Walker, Parker, & Co.
						Sc	old	on the	2 1	Sth	S	epte	emb	er.		
Bronfloyd								20				14	2	6		Bibby, Sons, & Co.
						80	dd	on the	2	Sth	8	epte	mb	er.		
Laxey								. 100				21	8	0		Walker, Parker, & Co.
North Laxe	y							15				13	15	0		ditto
					-	_	-		_	-	-	-	_		max	

				BI	AUK	TIM.				
				Sold on	the 24th	Septembe				
fines.	Tons	e.	q.	lbs.	Price pe	r ton.				rchasers
eal Bal	4	3	2	16	£64 10	0£	269	15	0-	ditto
				Sold on	the 25th	Septembe	r.			
Wh. Busy	. 10	11	0	23	****		624	5	6	60.4
				Sold on	the 30th	Septembe	T.			

	ditto	7 13	0 16		67 12	6		517	16	3-	Charlestown
٠	ditto	1 11	0 21		57 5	0		89	5	6-	ditto
		Sold	1 from	the 3	lat July	to	25th	Septen	ber		
è	Boscaswell	4 T2	1 21		63 15	0		294	12	6-1	Bolitho & Co.
9	ditto	0 19	2 19		35 0	0		34	8	6-	ditto
8		3 8	2 24		63 15	0		218	14	6	ditto
•	ditto	0 12	0.2		37 5	0		22	13	6-	ditto
		3 11	11		63 15	0		227	8	6	ditto
		0 8	2 1		40 0	0		. 17	4	0-	ditto
y	ditto	0 5	0 2		56 0	0		14	11	0	ditto

COPPER ORES.

COPPER ORLES.

Tenders received at Liverroot, on Sept. 28, for 21½ tons of ore, sampled Sept. 18.

Tons. Frod. Frice per ton. Furchasers.

Lot 1 10 11½ £ 9 9 0 Newton, Keates, & Co.

1½ 11½ 10 2 0 ditto

Biddings at Liverroot, on September 30, for two lots of copper ore, ex Columbia.

Lot 1 Lot 1. Lot 2. Lor 1. Lor 2.

Vivian and Sons £7 10 6 £7 10 6

BLENDE.

Lot 1

COPPER ORES.

Sampled September 8, and and at Swansea September 28.

-	_	Produce	- 10	whom		'ines.	Tons.	Produce.	P	rice.	
Micons.	Tons.	Produce.		S S	0	Del Su. o Great Ba, rie	. 3 .	1814	£15	12	0
						Court Da Tie	r. 43 .	1514	13	1	6
					6	Otens mar	. 40	18	13	0	6
ditto	80	10%	. 2		6	ditto	39	15	12	19	6
ditto	78	10%	. 9	4	6	uttto	***	436	3	4	0
ditto	76	10%	. 9	2	6	Parys Estrella	1500	6%	5	7	6
ditto	70	11	. 9	7	0	Estrella	. 66	4	. 9	13	0
ditto	47	20%	. 18	4	0	ditto	. 21	es 634	. 3	15	0
Altto		65%	. 56	16	0	ditto	. 7 .	***		17	ň
Descharge	105	10%	. 9	9	0	ditto	. 5 .	75	. 7	10	0
					6	ditto ditto ditto ditto	. 32 .	8%		10	0
ditto	100	9/2		- 9	0	ditto	. 23 .	556		10	0
ditto	212109 .	0.37			0						9
					8	ditto	. 21	499	3	2."	0
Cobre	80	12	10	11	6	Thansis	. 20	58	4H	- 76	-
ditto	78 .	121/2	. 10		-	Alter	10	Ka ka	- 4H	- 69	
ditto	45 .	21%	. 10		- 6	ditto	10	5734	49	12	
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ditto	68	10 3	. 8	14	0	Bampfylde .	. 13	1178	10	18	
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Det Soto .	40	1946	17	4	0	ditto	1	23/4	19	- 6	0
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culus		524 4	£5310	16	0	Garrucha			0071	10	

Cuba verescente con							3673		- 0
491	2553	16	6	Tharsis					
Berehaven 421			-	war tout & Ware	75		2053	4	0
Cobre 263	4046	- 5	- 6	Walwich Bay	* 10				-
Cobre				Bampfylde	1134		130	13	- 0
Knockmahon 248	2131	11	- 10	Dumpiyane			152	40	0
KHOCKHIMHOH	2220	11	0	Sydney	4.1		1000	10	·
Del Soto 133							132	14	- 0
200 2000	1589	- 5	0	Namaqua	10				
Great Barrier 122	es Your	4.0	-	C Westerna	- 0		114	0	- (
Parys 103	329	12	0	San Fernando	- 2				-
Parys	400	10	-						
Estrella 39	460	10							
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COMPANIES	RY WHO	M	$\mathbf{T}\mathbf{H}$	E ORES WERE PUI	CH	TOPP			
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et and agree of Classes				12416	4	1204	11 0		
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r. Gremen and Some		m-		420		6628	7 0		

 Sims, Willyams, Nevill, and Co.
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 Vivian and Sons
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 Vivian and Sons
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 6972
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 Williams, Footer, and Co.
 608
 6972
 17
 9

 Mines Royal Company
 70
 654
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 British and Foreign Copper Cempany
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 0
 0

 F. Bankart
 87
 410
 8
 0

AVERAGES.

Produce.

Price.

8 1-16 ... £ 6 18 β ... £120 0 6

Foreign 18 7-16 ... 15 8 β ... 99 12 0 Sale...... 11 9-16 £ 9 14 6 £103 11 6

	Z.mulal G	nué 1	(101	PP	ER	he Royal Hotel, Truro, Sept. 30.	
				_	rice.		Mines. Tons. Price.	
Mines.		Tons			3	6	St. Day United 48 £8 11	0
United Mine		.120		5	9	6	ditto 39 5 5	0
ditto		0.7		9	11	6	ditto 33 5 16	6
ditto			****	6	18	6	ditto 1 32 8	•
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ditto	*******			0	11	6	ditto 67 7 14	ŧ
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ditto							ditto 57 3 9	(
ditto						6	ditto 40 3 15	ŧ
ditto						0		
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Mines Royal Company 1491/2	. £ 476	13	3
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Freeman and Co 209	. 1210	19	0
Grenfell and Sons 259	. 1421	10	0
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Williams, Foster, and Co 545%	4034	12	4
Mason and Elkington 379	. 1884	4	6
F. Bankart 105	. 324	13	0
Copper Miners' Company 188%	. 1166	1	5
C. Lambert	. 61	6	0
Newton, Keates, and Co 144		10	0
Alkali Company 72		4	0
Briton Ferry Company 239		10	0
Bitton Ferry Company			_
9554	£19 90g	10	0

Copper ores for sale on Thursday next, at Mayne's Hotel, Pool,—Mines and Parcels.

-West Wheal Seton 654 Wheal Clifford 554—South Frances 500—Wheal Basset 486
-Tincroft 340—Condurrow 269—East Pool 225—Wheal Seton 179—Camborne Yean 136
-South Crofty 130—Dolcoath 121—West Crinnis 110—East Wheal Basset 107—Jackson's Ore 102—North P.O.147—Wheal Uny 44—Cook's Kitchen 23—North Frances 20—Hocking's Ore 18—Wheal Grenville 10.—Total, 4064 tons.

Copper ores for sale on Thursday week, at Tabb's Hotel, Redruth.—Mines and Parcels.—West Basset 612—Carn Brea 561—Wheat Basset 612—Carn Brea 561—Wheat Basset 438—Carn Brea 562—Aired Consols 390—Par Consols 285—North Rasset 281—United Mines 269—Great Wheal Alfred 238—Levant 190—Wheal Charlotte 188—Rosewarne 152—Pendeno Consols 108—Botallack 91—Wheal Anna 81—Teloweth 66—Wheal Trebarvah 58—South Carn Brea 48—Carvannal 47—East Alfred Consols 35—St. Aubyn and Grylls 27—Wheal Polimear 25—Wheal Tehidy 19—Cambone Consols 188—East Rosewarne 17—South Dolconth 12—Spearn Cons. 5=4633 tons.

FOURTH SALE IN SEPTEMBER.

1849		3790	 736	 £19,554	5	6	 £106	10	0	 £69	10	0	 £84	. 0
1850		3491	 8	 18,518	2	0	 101	10	0	 67	5	0	 79	10
1851		3197	 734	 16,450	3	6	 101	3	0	 65	19	0	 84	0
1852		8756	 656	 23,124	11	0	 135	4	0	 93	12	0	 102	10
1858		2938	 6%	 18,054	8	0	 133	13	0	 92	6	0	 107	10
1854		3688	 81%	 24,054	10	0	 143	10	0	 100	19	0	 126	0
1855		3799	 612	 25,325	19	0	 149	19	0	 106	18	0	 126	0
1856	********	3725	 736	 24,529	4	6	 131	16	0	 93	3	0	 107	10
1857		2593	 616	 16,778	2	0	 144	10	0	 102	10	0	 121	10

The copper in the ore expresses the nett price per ton of copper paid to the miner.

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THE PROGRESS OF MINING IN 1857,
BEING THE FOURTEENTH ANNUAL REVIEW.
BY J. Y. WATSON, F.G.S., Author of the Compandium of Brilish Mining (published in
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Notices to Correspondents.

• Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on roccipt: it then forms an accumulating useful work of reference.

Med on receipt: it then forms an accumulating useful work of reference.

SAFETT-LARPS.—You have stated that in the lamp invented by Mr. Sterry, of Gorwydd Colliery, the moderator argand principle is applied, whereby a nuch greater light is obtained; but from experiments I have tried, I cannot see that the moderator principle is at all applicable. In the ordinary moderator the oil appears to be converted into a very pure hydro-carbon gas before it reaches the flame, and to effect this change a fir larger quantity of oil is supplied to the wick than in other lamps, as the wick must be thoroughly wet, not simply saturated; and I find that one-eighth of a pint of oil must pass the wick each hour to produce a good effect. I do not mean to say that wick be of the capacity of half a pint, there must be a receptacle to receive the surplus oil of nearly the same size; and the oil must be drawn from the receptacle to the reservants be put out, retrimmed, and relighted, before its use can be continued. I find, moreover, that if impure air be supplied to the flame in place of ordinary atmospheric must be put out, retrimmed, and relighted, before its use can be continued. I find, moreover, that if impure air be supplied to the flame in place of ordinary atmospheric was so much admire to a dirty yellow flame, emitting no more light than an ordinary oil lamp of the commonist construction, because probably the oil is burnt as oil instead of as cas. Now, I wish to ask Mr. Sterry, through your Journal, how he overcomes the difficulty which must be met with in a lamp which burns but four hours, and requires a pure atmosphere to cause it to give a good light, where applied to mining purposes ?—2. J.: Neath, Sept. 26.

WEST WEALL GREWILLE—"J. B. J." (Red Lion-square).—The ls. call alluded to in the report was the one that has been paid. As it is intended to erect a steam-engine, there is no doubt a call will be made; but as the whole management has been transferred to Messrs. John Taylor and Sons, it was determined merely to pass t

leaving them to call a meeting at an early day, when the prospects of the mine will be fully discussed, and measures adopted for prosecuting it with vigour.

"T. B." (Swanses).—We are not aware that there are any reduction works established for the smelting of tin; that which has been discovered we are of opinion has either been expreted to this country or to Singapore. The colonial agent would probably be able to afford the information required.

Urilisatron or Irsus Part.—In your last Journal you published a notice of a patent which has been successfully applied by Mr. R. L. Johnson, of Dublin; and, being a shareholder in the Irish Peat Company; I could not help contrasting his success with ours, and thinking that it might be made to contribute to our welfare. It appears to me that, as a manufacturing concern, the frish Peat Company is a failure; and I think all will admit that the failure has not arisen from want of per-overance, as we have fairly tried many schemes which promised favourable results, and have not been niggard with our capital, or too hasty in condemning. Now, there are many towns in freland where gas would be an invaluable boon; and if peat gas can be manufactured at 3s, per cable ft., as I understand from your article it can be, I am sure that in Ireland it would, to a great extent, supersed coal gas, even where the latter is now employed. What I would, therefore do as a shareholder in the Lish Peat Company, is turn all our attention to raising and selling peat. For the purpose of Mr. Johnson's invention, it would, I think, be simply necessary to cut the turf and stack it; it would then be ready to send to any part of Ireland, and I donot believe that the cost of transit would be an insurmountable difficulty. By such a course I feel assured that we should reap some reward for our patience and perseverance. Perhaps some other shareholders may be inclined to suggest a better idea for improving our position, and I am sure you will not object to publish it.—W. C.

Great Wireal Von.—Unless any p

reap some reward for our patience and perseverance. Perhaps some other shareholders may be inclined to angest a better idea for improving our position, and I am sure you will not object to publish it.—W. C. GREAT WHEAL VON.—Unless any particular event occurs the company will in future only receive a report of the operations at the mines once a monta.

Laos Shiphill. Dirks.—The public are greatly indebted to you for the space you have allowed in your Journal to the discussion of this much-vexed question. The suggestions put forward by many of your correspondents. I have no doubt are well worthy of attention. The Great Eastern lays of Deptford Yard incomplete. I cannot, however, but suppose that some trial will be made with her. Your correspondent, Mr. John Clare, has most pertinaciously, and at the same time I must aid perseveringly, enunciated his views to the public. The late Capt. Warner, with his long range and invisible shell, did the same; he was backed by the present Earl of Shrewsbury, then Lord in reside. With the exception of a few he failed to convince them of the utility of his invention. The consequence of this was that the whole scheme fell to the ground. It is very probable that Capt. Warner believed in all he put forth: the generality of inventions have great faith in their own progenies. The Great Eastern remains a hull for want of funds to make it useful; yet, in the head of this starting fact, Mr. Clare calls upon people, and I believe the Government, to advance money to give a practical solution to his ideas. It has been said by bir E. Bulwer Lytton, in his novel of the Last of the Earons, that in every period there are two species of men who are particularly unfortunate. They are in the first place those who are behind the age, and in the second those who are in advance of it. Mr. Clare, I presume, is one of the latter. Mitton did not reap the benefits accruing from his Paradise Lost. Galielo, for his actronomical discoveries, was imprisoned in the dungeons of the Roman Inquisition. Grey, th

Paxt Ott.—In referring to Mr. Johnson's new process, you state that nothing but gas and charcoal is produced, and therefore look upon the invention as more important than any of its predecessors, which I thinh his yet to be proved. Sometime since an account was published, in which you gave a list of the valuable products which Prof. Sullivan had obtained from peat; and the conclusion that I have come to is, that far more profit would be realized if Professor Sullivan's scheme were carried out than from the working of Mr. Johnson's patent. The peat oil alone would return immense profits; for it is as good a lubricator as Young's ninearable, and much cibiaper.—J. D.

"A Subscriber."—The question is one of barrain; so soon as the shares are bought by

A Subscriber."—The question is one of baryain; so soon as the shares are bought by the agent, and instruction thereof duly given, the contract becomes binding. In ge-neral the certificate and transfer are not forwarded until the money is actually paid. There may be exceptions to this rule, but this is always a special agreement.

orban Oran Sales.—As I cancellly watch the prices the ore from the several mines in which I am a shareholder yields, I have almost invariably noticed that a higher price is realised in Cornwall than at Swanses, taking into consideration the difference in the produce of the ore. Do the Swanses buyers purchase upon a different system? or what is the cause of the discrepancy ?—T. C.

SEREMOT PAPER.—The French employ bectrost for industrial purposes to a much great extent than ourselves, and, consequently, lawing a fai larger quantity of the refu applicable to the manufacture of paper at their disposal, fiel great interest in the p tents which have been taken out on this side of the Channel for utilising this was product to such an extent as to obtain from it a paper, which may be used for all p poses, and which at the same time may be printed upon dry.—Dr. Coliver, the invents should lose no time in making the merits of his discovery known in France.—A. E.

Stock Exchange."—Our correspondent, who thus signs himself, will find all his sian ments fully set furth in the prospectus of the company to which he alludes; and which, therefore, every shareholder was cognisant before he made application for share

which, therefore, every shareholder was cognisant before he made application for shares. EAST BASET.—Another meeting has just passed, leaving a balance in hand of M. 18s. 6d., but no dividends appear to be "homing" in the distance, as the samplings do not in-crease, nor has the ground aircady opened improved; beades, not a word is said in the last report about the lode expected to have been found in the 90 cross-cut north. Great expectations, however, are held out about cutting the lode in the 90; and should it cut as rich as the most sanguline shareholder anticipates, surely it will be required to sustain the present high price of the mine. I should be glad to hear about the lode in the 90, alluded to in the report of May last; also, when the returns are likely to be increased, so as to be able to form some opinion when dividends will be paid—the only real proof of the value of mining property; and this information can only be obtained by enquiries made through your valuable Journal.—Q. "

"Unspieur"—An account of both corresponding the sampling, appeared in the Journal.

Ingenieur."—An account of both copper and lead smeiting appeared in the Journal last year, condensed from Dr. Percy's loctures at the School of Mines. In the year 1848, a description of the mode of smeiting in Norway, written by Mr. J. T. Crow was published in this Journal; and in the Cabinet Library, by Dr. Dionysius Lardnet there is an account of the several metallurgical processes. The expense of smeitin depends entirely on the locality where it is conducted. There are fewer processes in the reduction of lead than that of copper.

The Best Locality for Emical ways.—As so many of our countrymen are at present leaving England for the gold fields, I believe that it would be prudent for them to consider whether they could not emigrate to some other locality, where they would be more certain of being recompensed for their labour. I know that many would find for years to come highly renumerative employment as miners on some of the Brazilian railways (such as the Don Pedro Secundo), where, from the elevation of the district, and the salubrity of the climate, epidemic affections are quite unknown.—M.

and the satisfies of the climate, epidenic altections are quite unanous.— at.

PRINDER CONSIGE.—I was much surprised on looking at the Journal last week to find no
report from this mine, which at the present time is attracting some attention in the
market. As the committee of management are composed of gentlemen of the highest
respectability, and having a very large interest in the adventure, it would be more
satisfactory if the reports were to arrive in time for publication in the Journal on
Saturday, instead of being a week old. The committee should act in such a manner
as to be above suspicion of wishing to have priority of information, to the detriment of
their fellow-sharcholders.—Z. City, Sept. 30.

AUSTRALIAN CONTANY.—This company have discovered on their property, at Charl-

Did AUSTRALIAN COSTANY.—This company have discovered on their property, at Charl-ton, a malachite mine of surpassing richness, and they are making very valuable re-turns, the ore fetching upwards of 80?, per ton at Swansca. I am surprissed that the price of shares should be so low, as the company have made their last call. A short time since the shares were 12t, each.—JUSTUTIA.

time since the shares were 12t. each.—JCSTTTLA.

GREAT SHEBA CONSOLS MINE.—Can any of your readers inform me if it be true that the
Chairman, Major Yorke Martin, and Mr. John Beddoe have resigned their offices as
directors of this mine; and whether it be true that they have withdrawn themselves
altogether from the mine as shareholders. Also whether Major Yorke Martin has
changed his residence; and if so, where he now resides?—A SHAREHOLDER: Sept. 30.

changed his residence; and it so, where he now resides:—A DHARBERGERS: expr. over E. B." (Liskeard).—The works at Twista have been abandoned for some time; they were worked by a party of Englishmen. Mr. John Duncan, who has been some time deceased, was concerned with them. We have heard there were some financial dif-ficulties connected with the works, which led to their abandonment by the English proprietary. We are not aware whether they have reverted to any private association or the Government.

proprietary. We are not aware whether they have extrete to a warraw hereby are they have been compared to the fairly set before our readers. That question must, therefore, be now closed; we, however, print part of a letter since received from Capt. Rickard, to explain a matter about which we should be sorry for a wrong impression to exist:—"One writer asserts that I was diamiased. That is not the fact; may services were 'dispensed with' on account of the panic referred to in Mr. Evans's letter, which caused the north mine to be stopped, and a cessation of nearly all the works. And at the time of my leaving I received a letter from Mr. Dumbell, 'I am sorry we have to part with you, but you know the directors have no other course to take." And again, 'I consider Capt. Rickard to be a good practical miner, and an industrious, steady man,' and he also stated, 'we parted with Capt. Rickard because the underground works were brought into a smaller compass, and one agent was sufficient for us.' Our former occasion, in a letter from Mr. Beckwith, a director, I was paid a high compliment for my practical services in the mine."—R. Rickard.

STEAM HANGERS APPLIAD TO MINIOS PURPOSES.—Can any of your readers inform me

TEAM HANGERS APPLIED TO MINISO PURPOSES.—Can any of your readers inform me whether any of the above-mentioned machines have been eracted for the purpose of breaking very hard ores, sings, &c., so as to dispense with manual labour in reducing them to a size suitable for the crushing mill or stamps? And, if so, where such an one can be seen at work?—J. B.

one can be seen at work?—J. B.

ANGLO-CALIFORNIAN GOLD MINING CONFANT.—A meeting was held on Wednesday, merely to confirm the minutes of one held on June 12, 1857.—Why could not this have been called earlier afterwards, instead of waiting for fifteen months? Sir Henry Huntley has started for the Western Coast of Africa, so that no explanation can be got from him. The unfortunate shareholders are quite in the dark as to how the lawsuit between him and the directors has been settled. The British public are patient beasts of borrhen; and the history of this company-exemplifies it. It is presumed there was a legal objection to the former meeting. We had two directors who were barristers, and solicitors out of number, concerned with the property, surely they could have advised as. If companies are formed for working gold mines in British Columbia, let them ask you the history of the Australian and Californian deliasions.—C. A. W.: Camberwell.

WESTERN AUSTRALIA.—A correspondent draws our attention to the idea generally entertained, that this colony is totally unfitted for carricultural purposes, and is generally sterile. We are aware that on the first discovery of the settlement the locations decided upon were most undvourably situated for colonisation. Since then, however, other discoveries have been made, and it was to them that we alluded in last week's Journal.

THE MINING JOURNAL Bailwan and Commercial Gazette.

LONDON, OCTOBER 2, 1858.

It was with great regret that a few weeks since we announced the failure of the Mining School at Truro; at the same time we alluded to the pre-judices which for a considerable period had existed in Cornwall against any innovation on the present system of mining education, if that at pre-sent existing may be so termed. We there stated that if a more educated sent existing may be so termed. We there stated that if a more educated class were brought forward, many assuming pretenders to science, and ignorant persons, whose only qualifications were effrontery and a disregard of truth, would find their occupations filled up by worthier and more competent persons. In our columns will be found two interesting letters on Mining Education, the one being from Mr. Robt. Hunt, which was read at the Annual Meeting of the Royal Cornwall Polytechnic Society, and the other from "A Mine Captain." Although the able writers of both these communications differ much in the manner in which the great desideratum—Education—should be diffused, yet both are anxious that its progress should not be retarded in the mining districts. Mr. Hunt states that there is a gulf between the practical and the scientific man; and this he wishes, if possible, to bridge over. In order to effect this, he proposes that an establishment should be formed, to be called the Minera' Institution of Cornwall and Devonshibe; this should comprise mine agents, working miners, proprietors of mines, smelters, assayers, and such scientific men as have paid any attention to those sciences which bear upon practical mining and metallurgy. He states that the subscriptions should be so adjusted as to be within the means of the young miner, or clerk in the counting-house, and that donations may be sought, in addition to annual subscriptions, from other classes of members. Mr. HUNT advises that periodical meetings should be held, at which papers might be read, and discussions or mining subjects arranged. Lectures bearing on mining and anged. Lectures bearing on mining and Records and sections of mines ought to discussions on mining subjects arranged. metallurgy should also be given. Records and sections of mines ought to be collected and preserved; as well as collections showing the modes of working in other localities. Drawings likewise should be obtained of ma-chinery, and models of that and tools deposited. There should be comees in the mining centres of the Western part of England, local meet-held as often as convenient, and exhibitions formed in conjunction the institution. Such is the lucid and comprehensive scheme of Mr. mitte with the institution. ROBERT HUNT, for the details of which we refer our readers to his able

A Mine Captain" states that one of the causes of the school at Trun not being supported was that the agents would not countenance an establishment where a class of patricians, without any practical knowledge, would not being supported was the state and practical knowledge, would supersede their own children, who were educated as practical miners. He states also that influence has been used, immediately these young men

ed their examinations, to provide them with situati have passed their examinations, to provide them with situations; and it system were encouraged the working miner would have no chance of of rising. No such fear need be entertained; a few of the gratiene; have passed have merely received employment on the Geological Surand it is patent to all that this has been delayed for a considerable per owing to the want of competent assistants, such not having hitherus found among the so-called practical men. We will not follow all the veral points in this elaborate communication. No one will deep be improvements may still be made at the Government establishment at improvements may still be made at the Government establishment at tance and the school has to contend with, in addition to the cost of a tance and the school has to contend with, in addition to the cost of a tance and the school has to contend with, in addition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with, in a didition to the cost of a tance and the school has to contend with the

cation, is the expense of board and lodging in the metropois.

The writer seems to infer that it is the wish to create a class of any who have never laboured; these are to supersede the elevation of pranemen, who, by this system, will always be kept in a perpetual state of gradation, and rendered incapable of attaining higher positions, however the properties of the supersedent they may prove themselves of filling them. We must easier we do not view the subject in this jaundiced aspect; merit, in whice capacity or station of life it is found, will always find its way, while, any or later, incompetence and dishonesty must sink to its level.

Our correspondent alludes to the large dividends that have been used in Cornwall. We would ask him, would not these have been much goal had there been more honesty and good faith shown by Cornish and there been more honesty and good faith shown by Cornish agents to the general public? Let him refer to the years 1825 and it to the number of delusive schemes which were foisted on the major backed by the reports and names of several captains, who were though backed by the reports and names of several captains, who were though backed by the reports and names of several captains, who were though the reports and names of several captains, who were though backed by the reports and names of several captains, who were though the reports and names of several captains, who were though the reports and names of several captains, who were though the reports and names of several captains, who were though the reports and names of several captains, who were though backed by the reports and names of several captains, who were though the reports and names of several captains, who were though the several proposes of a few agents that even now there can be found men who will write reports according to the report and names, they only have by assume this wholesale plundering, for the interested purposes of a few agents in the country in the first and the report of the several proposes of a few age

of studying on all occasions those phenomena which may come use their observation.

The views put forward by Mr. Robert Hurt are deserving of all major, and we trust they will not be disregarded. After the many attempt found a mining school in Cornwall, we fear, unless the initiative be take the county itself, and among the mining community, that persons residing other localities, however friendly they may be disposed towards education establishments in the mining districts, will withhold subscriptions and anations until they perceive there is some vitality in the establishmential "A Mine Captain" asks that a Cornwall school should be re-establish in a populous district, where young students can attend without the new sity of doing what the miners cannot afford—boarding from home; in where those engaged in labouring in mines can attend during the home leisure, with admission on such terms as miners can command. No occould differ from this; but, as in the previous instances, if Cornishmen was acquire a knowledge of the sciences allied to mining, they must ome for ward themselves and show they are in carnest. Hitherto every alter to introduce education among them has been met not only with content but positive opposition. No lukewarmness ought to be shown; they mooted, and our carnest wish is that it should be thoroughly discussed all its various bearings. The diffusion of knowledge can injure now the ignorant, and these it will benefit if they learn. The pseudo-scient and the incompetent assuming boaster dread its approach. It is these whave always opposed education, and feared the progress of the match have always opposed education, and feared the progress of the match have always opposed education, and feared the progress of the match here of the competent assuming boaster dread its approach. It is these where a fear that Dr. Barham, of Truro, has proposed a plantary the interest of the competent assuming boaster dread its approach. It is these where the progress of the match have always opposed education, and of "One and All."

It appears from the report of proceedings instituted by Mr. Monst the Inspector of the Yorkshire District, against Mark Davy, a collet manager, that an explosion occurred in the Grange Colliery, near Bedenham, on July 10 last, by which three persons were killed and a feat seriously burnt. Mr. Morron prosecuted Davy, and obtained a contion for the non-observance of the first general rule of the Inspection & The ventilation of the colliery, according to the evidence for the prosection, was imperfect and deficient, and other charges arising from miss magement were also brought against the defendant; in short, it agas that this colliery was conducted in an inefficient and slovenly manner, in was precisely in that condition contemplated by the advocates of inspects and which the Act of Parliament was intended to remedy.

We narrowly scrutinised the report, in the hope of seeing some information.

was precisely in that condition contemplated by the advocates of insect and which the Act of Parliament was intended to remedy.

We narrowly scrutinised the report, in the hope of seeing some inition that the colliery had been inspected before the occurrence of the plosion. We deeply regret that no such evidence is given; and inition that the colliery is presumptive evidence that no previous inset the state of the colliery is presumptive evidence that no previous inset had been made. If this really be so, which we greatly fear will prove the fact, we should like to know the reason why this culpable may be the fact, we should like to know the reason why this culpable may have occurred? Mr. Morrow was appointed in 1850; and, according his Annual Report to the Secretary of State, dated Feb., 1857, he that in the last six years the collieries in his district have increase in mumber from 260 to 342. Supposing he had examined only one oil in every seven working days, or 43 in a year, he might have examined every colliery in his district. But we contend, and the public expect, these well-paid officers should industriously and energetically disable their highly important duties; and we think they might easily insected one in Great Britain might be inspected once in three years.

The Inspectors appear to have completely misuaderstood the object spirit of the Inspection Act. Judging from their conduct, it appears they consist in laying informations and acting as a species of police costs such a mode of enforcing the law may be, and most undoubtely much less troublesome and more pleasant way of discharging their than laboriously inspecting the mines; but we contend that their are most imperfectly performed under such a system. The law was to prevent accidents in mines, by the institution of an official and on tent inspection. It was never meant to be an instrument for harms the colliers and coal-owners by vexatious prosecutions, unless pre-

to prevent accidents in mines, by the institution of an official and or tent inspection. It was never meant to be an instrument for ham the colliers and coal-owners by vexatious prosecutions, unless present advice had been given and neglected. The primary and most important of the underground works of all the collieries in their several district if in such inspections they observe any violations of the law, arising incompetency, or ignorance and neglect, it is their duty, in the first to instruct and advise, as circumstances may render expedient; and in case no improvement ensures in the state of the mine, recourse in in case no improvement ensues in the state of the mine, reconduct to the penal provisions of the Act.

It appears to us that such a line of procedure is not only no cordance with the intention and spirit of the Act of Parliamen it would also more speedily and effectually conduce to the pre accidents; for it is evident that if no inspection has been made, it would also more speedily nitary advice given, or instruction imparted, it implies a total net those moral means upon which Inspectors should chiefly rely for those moral means upon which Inspectors should chiefly rely for a quisite improvements in mining, so as to induce a greater safet to hife. A transitory visit to a colliery bank, a cursory examination much of the machinery and winding apparatus as may be seen above and making a few enquiries of the overman, banksman, and enging not such an inspection as the law requires, and the public expect are at a loss to conceive how any Inspector can absolve himself for most grave responsibility in cases where human lives are sacrified inspected mines, and which lives might, in all probability, have been ogical 8 derable p hithery deny bu ad the intentions of the Legislature and the just expectations of the public

been realised.

It is obvious that such a mode of discharging the duties of inspection cannot be longer tolerated, and that some other measure is required to improve the working of the Act. Whether this can be effected by instituting a superintending and controlling power more effective than any that now exists, by the appointment of a Minister of Mines, or Inspector-General, is well worth serious consideration; for it is evident, after eight years' experience, that the independent and isolated labours of the Inspectors do not produce the amount of good that was reasonably anticipated, and of which we really believe the system to be capable, were the law properly and efficiently carried into effect.

The Admiralty have at length issued the "conditions" of the tenders to be received for a contract for the conveyance of the mails to and from Australia. The first clause in this document determines that the intercourse shall be monthly each way, vid Gibraltar, Malta, and Sues, and that the steamers shall call at King George's Sound to deposit the bags for Western Australia; at Kangaroo Island, on the South Australian coast, to tranship the Adelaide mail, proceeding thence to Port Phillip with the Melbourne letters, and terrainating the voyage at Sydney for New South Wales; the return passage being in the reverse course, but calling at each of the places name.

the purces name;
This service is to be commenced by the dispatch of a steamer from yang with the mails of February next year, and from England with the ails of March. The prescribed period is to be within 55 days each way between London and Sydney, via Gibraltar.

The route determined on is equitable in respect to all the colonies, as

mais of March. The prescribed period is to be within 55 days each way—be; ween London and Sydney, via Gibraltar.

The route determined on is equitable in respect to all the colonies, as each will now be regarded according to its geographical position, and one will not be sacrificed, as heretofore, to the interests of others. South Australia will thus attain that recognition of her just claims for which this colony and her merchants now here, as well as those in this country connected with it, have for the last twelve months strenuously, and now successfully, contended. The chief modification in the route is calling at Kangaroo Island, both outward and homeward, the benefit of which will be equally participated in by the several colonies; inasmuch as European news will be conveyed simultaneously, by the electric telegraph, on the arrival of the outward mail at this island; while on the homeward voyage colonial intelligence from Sydney, Melbourne, Adelaide, and Tasmania, of concurrent dates, will be received in Europe, by this means, of many days later than the advices by letters from these several places.

The great desideratum has been to secure equal postal advantages for each colony, and we feel assured that the plan now finally determined upon will meet the approval of the colonists themselves, as it does the merchants and others in this country interested in our Australian dependencies. It is a complete confirmation of our views on this question. We have frequently relierated our opinions, and we take credit to ourselves for having been the means of enforcing on the Government the necessity for the resolution now adopted. It is further intimated in the ducument issued from the Admirality, that the Government will call for tenders for a monthly service be-

means of enforcing on the Government the necessity for having been the means of enforcing on the Government the necessity for the resolution not adopted. It is further intimated in the ducument issued from the Admirally, that the Government will call for tenders for a monthly service be tween Great Britain and Australia, vid Panama, in addition to the service vid Sues, when the necessary arrangements are complete.

ROUGH NOTES ON THE ISLE OF MAN. [FROM A COBRESPONDENT.]

From the insular position of the Isle of Man, we who reside in England know but little about it. We hear of frequent pleasure trips to the Isle of Wight and the Highlands of Scotland, but those who visit "Mona's Isle,' whether from the effects of mountain dew, ar any other cause, keep their ideas to themselves. The Isle of Man is the Mona of Cæsar, and the Monapia of Pliny, and its derivation is probably from the British word "mon," which means isolated. The principal towns in the island are Castletown, Douglas, Peel, and Ramsey, and during the early periods of its history, which is obscure, it was supposed to have been governed by a succession of Norwegian kings. In 1307, Edward II. bestowed this island upon the Earl of Cornwall, and in 1403 Henry IV. gave it to Wm. Stanley and his heirs, afterwards the Earls of Derby. James, Earl of Derby, dying without issue, the inheritance devolved upon James, second Duke of Athol, who was descended from the youngest daughter of the seventh Earl of Derby; and in 1764 the Duke of Athol sold his sovereign rights, and the 400 castles of Peel and Rushen to the British Crown.

The town of Douglas is situated on the south-east coast of the island, and the bay extends three miles from Clayhead to Douglas promontory, in the form of a crescent, and is sheltered from all winds except the southeast. The beauty of the scenery as you enter the harbour, and the magnificent appearance of Castle Mona, built by the Duke of Athol, now a splendid hotel, Castle Ealoon, the beautiful residence of Mr. F. King, and the numerous gentlemen's seats and neat cottages which surround the ther from the effects of mountain dew, ar any other cause, keep their

silicent appearance of Castle Mona, our of splendid hotel, Castle Falcon, the beautiful residence of Mr. F. King, and the numerous gentlemen's seats and neat cottages which surround the town, with the fine terraces in the back ground, give the place a very striking and grand appearance. The pier, which is about 500 ft. long and 40 or 50 ft. broad, appears to be the grand promenade of visitors; and it is rather amusing to witness the arrival of the steam-boats from Liverpool, for in the summer season they are often crowded with passengers from the manufacturing districts in England, and as most of them are fresh mater sailors, they seem to suffer very much from a sea voyage of six hours.

for in the summer season they are often crowded with passengers from the manufacturing districts in England, and as most of them are fresh mater sailors, they seem to suffer very much from a sea voyage of six hours. However, as soon as terra firma is regained, the air of "Manx" has a wonderful effect in recovering their drooping spirits, and you soon see No. 1 cargo rushing to the pier head to witness the arrival of No. 2 cargo, and then No. 2 goes to see the arrival of No. 3, and so on; and, finally, Nos. 1, 2, and 3 walk to the pier, and look at each other.

The island, which is about 30 miles long, and from 8 to 10 miles in breadth, is intersected by a ridge of mountains, which run from north-east to south-west nearly through its whole length, and chiefly occupies the central parts. Sneafield Mountain is about 2000 ft. above the level of the sea, and North Barrule rises to 1800 ft. England, Ireland, Scotland, and Wales are visible from the summits of the mountains on a clear day. The mountains consist principally of mica-slate and clay-slate; these slates form also the coast at Spanish Head. Clay-slate forms the largest portion of the island, and nearly all the calf, and in one of the varieties of this slate, found towards its junction with the grauwacke rocks, the surfaces of the seams shine with metallic lustre: a stratified slate is used tor building, and another variety found near Spanish Head is used for lintels, &c. The seams shine with metallic lustre: a stratified slate is used for building, and another variety found near Spanish Head is used for lintels, &c. The bold promontory of Brada Head has a most beautiful and picturesque appearance. A belt of old red sandstone is found at Peel, but it does not extend far inland, and Peel Castle, celebrated in history, is built with it. Limestone occurs for some miles on each side of Castletown, and it appears that the steps at the main entrance of St. Paul's, London, consist, of the first variety of this rock. Castle Rushen was built of the second variety, and is considered the finest specimen extant of the architecture of the Norsemen. The third variety of limestone consists chiefly of shells, and the fourth is magnesian. Large boulders of granite, elvan, sienite, and quartz are found scattered from north to south, high up on the sides of the mountains, and as large masses of quartz are found intermixed with fermountains, and as large masses of quartz are found intermixed with ferlarge masses of quartz are found intermixed with fer-hey would, no doubt, be highly interesting to those who

tains, and as large masses of the constraint of has held its meetings since its institution by King Orry in the Legislature has held its meetings since its institution by King Orry in the tenth century, was, it is said, the first representative Purliament in Europe, and on the summit of which the King of Man formerly sat on solemn occasions. The local laws of the island still continue to be read and promulgated here annually before the Governor, two deemsters, keys, council, and various officers of state, and divine service concludes the solemnities of the day. In the law count the solemnities of the day.

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officers of state, and divine service concludes the solemnities of the day. In the law courts the deemsters administer the oath in the Manx language, deliver the charge, and receive the vertilet.

The "Manx Arms," three legs and sperred heels, owes its origin it appears to the following circumstances:—During the early periods of its history England, Scotland, and Ireland were all, when at liberty from intestine commotions and foreign wars, greedy for the conquest of the Isle of Man, and, consequently, when threatened with an attack from either of those powers, the "Manx men" bent the knee to one power, supplicated the other, and kicked up the heel at the third.

The lead mines of the British islands have, no doubt, been worked since a very remote period, and we have evidence of the fact in the pigs of lead preserved in the British Museum, which are stamped with the names of the Emperors Domitian and Hadrian. We find at the south part of the Isle of Man, near Port St. Mary, an old lead mine, "Glenchass," which, from the extensive workings near the surface, would appear to have yielded from the extensive workings near the surface, would appear to have yielded

large quantities of mineral, and as the present proprietors have erected machinery with a view of extending the operations in depth, it is presumed, from the fact of their finding rich deposits of galena under the gossan, that they will soon lay open a valuable mine. There are, however, various combinations of lead occurring in nature, and it is probable that in many lead mines the carbonates and phosphates of lead may have been overlooked; for those substances are often found of various shades of yellow, brown, grey, and greyish black, and to the eye present no metallic appearance. Proceeding from Glenchass along the cliffs towards Spanish Head you reach the "Chasms," from which there is a delightful view. The Chasms, as the name would imply, are fissures of a great depth, and caused very probably by a land slip. A short distance beyon, the Chasms minetal veins are sgain found in the cliffs; a small opening on one of them has been made, in which was found galena, gossan, and blende. "The latter, we are informed, contains 7 os. of silver to the ton; the gossans and galena no doubt contain silver also. no doubt contain silver also.

The port of Erin, a beautiful harbour, is situate at the south-west part the island, Brada Head forming the north, and Spanish Head the south strance. It is in contemplation, it appears, to make this part a harbour refuge. Nature has formed it, and it now only requires the art of man make it a safe place for shipping. This port eventually will become a

to make it a safe place for shipping. This port eventually will become a place of great importance.

In the South Brada Head, which is a bold and picturesque promontory, there is a very extensive range of old mines, and extending northward to North Brada, a distance of one mile; the lode is upwards of 30 ft. wide, and its direction is about north and south. Large quantities of galena have been found near the east wall, and yellow copper ore on the west wall—the lode, in fact, being composed of gossan, sulphur, quartz, flookan, galena, and copper ore. Very extensive workings on this lode are visible through the entire length of the headland, and from its honeycombed appearance from surface to the sea level, about 60 fms., immense quantities of mineral must have been taken therefrom. This ancient mine, it appears, was worked by the Earl of Derby and the Duke of Athol, and the silver plate belonging to the house of Athol was extracted from the galena raised in this mune. A steam-engine has been recently erected at the base of the cliff at South Brada, and another engine is in course of erection at North

belonging to the house of Athol was extracted from the galena raised in this mine. A steam-engine has been recently erected at the base of the cliff at South Brada, and another engine is in course of erection at North Brada, and the directors of those mines contemplate piercing through the Brada Head on the course of the lode by means of a deep adit level, and as the engine will enable them to extend the operations below the sea level, they will, no doubt, find a splendid range of mines.

Passing on from Brada to Pleshwick Bay and Dalby Point, the scene of the disaster of the Earl of Carrick steamer, you reach the pretty little village of Glenmay, which is situate at the north side of South Barrale. In this locality we find the celebrated old Foxdale Mines and the Beckwith vein. Veins of galena are found in felspathic granite in the Foxdale Mines, yielding, we are informed, between 300 and 400 ozs. of silver to the ton. Good specimens of galena have also been found near Glenmay and Kirkpatrick, south of South Barrale. Umber is found in large quantities, and we are informed that barrytes, iron ore, and manganese are found also in the island; in fact, with the exception of one or two mines which have been extensively worked, mining in the Isle of Man may be considered to be in its infancy.

It is a pleasant drive from Glenmay to Peel, and we regret very much that we could not devote a day to Peel, so rich in traditions and historical recollections; we made up our minds, however, to enjoy, which we did very much, the drive from Peel to Douglas. Some of our fellow-passengers (tourists) were anxious to procure a thorough-bred specimen of a "Manx et al." Rown in the island as "granes" "Which I was even in the independent of a "Manx et al." Rown in the island as "granes" "Which I was even in the independent of the could not devent on procure a thorough-bred specimen of a "Manx et al." Rown in the island as "granes" "Which I was even in the independent of a "Manx et al." Rown in the island as "granes" "Which I was even

rists) were anxious to procure a thorough-bred specimen of a "Manx' known in the island as "rumpeys," which, I was given to understand us a cat without a tail. The demand, however, being greater than the means a cat without a tail. The demand, however, being greater than the supply, the "Manx men" contrive to manufacture "rumpeys," by cutting off the tails of Lancashire cats, and disposing of them to English tourists as genuine articles. The working classes in the island appear to be fond of an innocent beverage, a kind of small beer, which they call "jock." every pint of which is accompanied with a pepper-box," and into which, before each man takes a drink, is put a good quantity of pepper. We are quite at a loss to account for such a singular custom, but such is the fact. Mining terms in the island differ from Cornish terms; for instance, flookan is "dowk;" walls of a lode, "checks;" stalls, "buvvens;" adit level, "sky level;" winzes, "sumps;" whims, "gins." Some of the workmen's tools are very heavy and clumsy—the Cornish pick, for instance, instead of which they have a heavy double pickaxe, such as are used by navvies. The miners are allowed to use atraws in blasting instead of safety-fuse. About eight miles north-east from Douglas is Laxey Bay, and up the glen of that name is the famous Laxey Mine; the large wheel erected on the of that name is the famous Laxey Mine; the large wheel erected on the mine is to tourists one of the "lions" of the island. This mine has produced large quantities of galena, and is now producing considerable quantities of blende, and some yellow copper ore and galena.

NOTES ON MINING AND METALS.-No. I.

The discovery of metals may truly be said to have formed the chief and ost essential ingredients in the germ of the civilisation of the human race, and we may distinctly trace how uniformly the advancement of civilisation has kept pace with the progress in the discoveries of metals, and with the progress of the improvements in the modes of obtaining and working the same. The stone hatchets of the most ancient inhabitants of Asia and Europe, and of the more modern South Sea islanders; the brass weapons Europe, and of the more modern South Sea islanders; the brass weapons and implements of ancient nations of the Eastern hemisphere, and the copper weapons and tools of the ancient Americans, may all be considered as emblematical of the degree of civilisation of those nations, of whose existence and history they are the mute but important witnesses and evidence. Some ancient writers suppose that accidental conflagrations of forests, in connection with mineral deposits, did first suggest to man how to shape those hard substances, and to suit them to his purposes by the assistance of fire; and the first discoveries of various metals are ascribed by the ancients to numerous deities and fabulous heroes, and by Holy Writ to Tubal Cain. It is very natural to conclude—and that conclusion is, besides, supported by historical evidence—that those metals which are found to occur already in nature, most frequently in an almost pure (native) metallic state, were the first that were noticed and made use of by man; and as it is frequently the case that strings, masses, &c., of native metal carry a portion of their the mst that were noticed and matter use or by man; and as it is frequently the case that strings, masses, &c., of native metal carry a portion of their ores adhering to them, it follows that man would soon have discovered how to obtain certain metals from their ores—"Iron is taken out of the dust (sand), and brass melted out of the stone."—Job xxviii.

In attempting to paint to our mind's eye the appearance of metallic deposits at a period of the most ancient, virgin state of our earth's surface, we derive important assistance from the observations that have been made in now the process of the proc

we derive important assistance from the observations that have been made in more modern times in newly-discovered countries (America and Australasia), where extremely rich ores and native metals were found to occur in great abundance on, or very near to, the surface; and in European history we need only go as far back as the discovery, for example, of the mines in Saxony, in the 15th century, or notice some discoveries* in this island in still more modern times, in order to find the supposition corroborated, that at those remote times metals must have been obtained in comparatively large quantities, and without any great trouble by surface discrimes. tively large quantities, and without any great trouble, by surface diggings, or, perhaps, even for the mere trouble of gathering the same; and that hence there is little or nothing to be said regarding the art of mining at those times. I have not been able to ascertain to whom, and to what antediluvian period the Chinese, who are generally always ahead of all other nations with respect to going back to antiquity, ascribe the discovery of metals and mining. The weapons, rings, &c., which were discovered in metals and mining. The weapons, rings, &c., which were discovered in some ancient graves in Siberia (according to Gmelin, Pallas, and others)—for example, on the banks of the Yenrsey, about Orenburg, &c., as well as the relics which were found in similar places in Calmuckia and Mongolia, according to Zwick, consisted of copper, brass, and gold; and the same results meet our eyes when perusing the grave-yard history of Scandinavia. Denmark, Germany, and Great Britain.

Glancing round the Mediterranean,—the focus of another early period of civilisation, with its colony-founding, enterprising Phoenician and Greek

Glancing round the Mediterranean,—the focus of another early period of civilisation, with its colony-founding, enterprising Phoenician and Greek merchants and seamen,—we find copper tools and implements in Egypt at a most ancient period. Copper mines were worked in Asia Minor, and the Island of Cyprus, from whose renowned mines the metal has derived its name, as the neighbouring island of Candia is said to have given the name to chalk (Creta; Germ., Kreide; French, Craie, &c.), if not vice versa; and this very island (Candia) was subsequently renowned for its iron mines; but whether they obtained there the iron from sand, as was, and still is, the case in several parts of the neighbouring Africa, or otherwise, I am unable to ascertain. Amongst the Jews, the tribe of Asser were the miners and metal workers of the nation. The Phoenicians found an ancient South America in the Spanish peninsula, where the mines are said ancient South America in the Spanish peninsula, where the mines are said

to have given such a rich yield, that those bold navigators were frequent induced to leave their anchors behind, and take silver ones instead; and the Spaniards of the present day, when exploring for mineral deposits, look upon the old burrows left by those ancient miners as very reliable guide-posts. It is very probable that the tin of Great Britain found its way to the shores of the Mediterranean, if not further still, through the enterprise of those ancient merchants; and the Scilly islanders, who are said to have carried on a brisk trade (chiefly in tin) with the Continent, were probably looked upon by them in the same light as our traders look upon the sea-faring South Sea islanders, the Indians of Vancouver's Island, &c. Finding myself, thanks to those Phoenicians, now in Great Britain, I may at once mention here the supposition of some writers—that a very considerable supply of tin (and, perhaps, copper too) did come not from Cornwall or Devonshire, but from the Scilly Islands. Certainly, when we watch the continual and severe struggle that has been, and is constantly, going on in that part between land and sea, and the changes that have land and place there in comparatively recent periods, not losing sight of what induced to leave their anchors behind, and take silver ones inste taken place there in comparatively recent periods, not losing sight of what great effects occasional great and violent catastrophes may have produced, it does not at all appear improbable to us, that those islands, in more ancient times, may have been of a considerable size, and filled, probably, with large s, may hav.

and rich mineral a posits. the ancients carried on their mining operations The tools with whn. I no ancients carried on their mining operations probably consisted chiefly of copper and brass. As far back as 800 years before Christ the Egyptians orked their gold mines by means of copper tools. Agatharchides, who lived bout 200 years before Christ, states the Egyptian mines as very ancient, and that they had been abandoned in the Æthiopian war. The loosening effect of have upon rock was probably known and turned to account at a year ancient rayie. Attriopian war. The loosening effect of in "upon rock was probably known and turned to account at a very ancient period"; and we may also reasonably suppose that, at the period which is graced by the inventions of an Archimedes, the lever (crowbar) would soon be turned into use, in lifting out and breaking rocks; even the brazen-headed battern g-ram, which was such a formidable degrees of the property of the pr such a formidable destroyer of ramparts, may, for all we know, have been

employed in mining.

The gradual exhaustion of superficial deposits would soon lead to un-The gradual exhaustion of superficial deposits would soon lead to underground mining, for veins and strings of metal would naturally be followed as far as practicable, and thus an experience necessary for deeper underground works would be gradually gained and used. Copper (and brass) appears to have been the ruling metal, and the guardian of the civilisation of that period. Of brass consisted their weapons and tools, and other domestic implements: the heads of their battering-rams, the beaks of their battering (war) slips, their many works of fine art, &c., consisted of brass; and the givantic metallic structures of our present iven are find of their battering (war) ships, their many works of fine art, &c., consisted of brass; and the gigantic metallic structures of our present iron age find no mean rivals in the brazen colossi of that brazen age. And who knows but what that bridge of copper, which that ancient king, in his vain attempt to be a god, and to imitate thunder (by driving over it in his chariot), caused to be constructed high above the houses of his city, may not have been the first specimen of a tubular bridge? The principal one of those gigantic statues—one at Rhodes—was shattered by an earthquake: the cost of its erection is said to have been about 58,125t. sterling, and what remained of its fragments (after having been lying on the ground for the space of 923 years), amounted to about 450 tons weight. The first iron in use was probably likewise native iron, as occurring in meteoric stones, &c., 1 and though, perhaps, at that time a rarer and more valuable conin use was probably likewise native iron, as occurring in meteoric stones, &c., † and though, perhaps, at that time a rarer and more valuable commodity, still we find it mentioned in the most ancient records we know of —Holy Writ, and in the poems of Homer. We mentioned above that the Egyptians, as far back as 800 years B.C., employed copper and not iron tools; and it was unknown for a long period in the interior of Asia, and the ancient A recrease likewise possessed no knowledge of the same; but in Asia Minor, and some parts of Africa, iron, and the art of smelting it, seems to have been well nown, and at present we find amongst many native tribes of Africa tolerably expert iron smelters and workers.§—JULIUS.

OUR NORTH AMERICAN POSSESSIONS.

DEVELOPMENT OF THEIR INDUSTRIAL RESOURCES BY THE EXTENSION OF RAILWAYS

It is now certain that a railway from the Atlantic to the Pacific, through the British North American possessions, must be constructed, it being proved that such a line would not only benefit Canada, but materially adrance the interests of the mother country. The sole questions, therefore, are the interests of the mother country. The sole questions, therefore, are how it is to be constructed, and what obstacles have to be surmounted? It is now more than thirteen years since public attention was first drawn to this project by Sir Richard Broun, and the recent mineral discoveries in British Columbia now render the carrying out of the undertaking a matter of absolute necessity. In 1845 a board for promoting the scheme was organised, Sir Richard Broun acting as Chairman of it, and a memorial was drawn up asking for Government countenance and support. morial was drawn up asking for Government countenance and support, on the grounds that it would supersede the necessity for making the contem-plated military road along the boundary line of New Brunswick, that it would afford a vast opening for the safe and profitable investment of British capital, and that it would, above all things, furnish progressively immense facilities for the systematic plantation and settlement of the whole vacant frontier territory of British North America from the Atlantic to the Pacific.

This memoral towards the beside of the moral that the control of the control of the pacific. frontier territory of British North America from the Atlantic to the Pacing. This memorial forms the basis of the movement in favour of the enterprise, which has been in progress from 1845 to the present time, for connecting Europe with Asia by a line of steam-boat and railway communication through British waters and territory, which will bring London and Pekin within twenty days commercial intercourse with each other. The project was favourably received by Sir Robert Peel, then Prime Minister, by the Governor General of Canada, and by the Licutenant-Governors of Nova Scotia and New Brunswick, each expressing the opinion that the scheme would, if carried out, confer great benefit on the colonies, and promising all the support in their power.

scheme would, if carried out, conter great very scheme would, if carried out, conter great very mising all the support in their power.

Turning to the consideration of the undertaking in a practical view, it Turning to the consideration of the undertaking in a practical view, it mising all the support in their power.

Turning to the consideration of the undertaking in a practical view, it appears that the promoters continued to urge the importance of their project, and in June, 1846, they received an intimation from the Colonial Office that Her Majesty's Ministers had determined on undertaking a survey of the country between Hallfax and Quebec, with a view to ascertaining the best line to be adopted for a trunk railway, with reference to imperial and military, as well as provincial and commercial, interests. The final report of Major Roninson, who headed the party employed by the Government to survey the portion of the railway between Halifax and Quebec, bears date at Halifax, Aug. 31, 1848. As regards the soil, climate, resources, &c., of Nova Sooia and New Brunswick (which provinces, and the part of Canada that lies south of the St. Lawrence, still contain and the part of Canada that lies south of the St. Lawrence, still contain upwards of 14,000,000 acres of unsettled soil), this official document contains certainly the most valuable information that has ever yet been col-

lected. From it we learn that-

lected. From it we learn that—

"No portion of the American continent possesses greater-natural resources for the maintenance of large and flourishing communities. An almost boundless range of the richest soil still remains unsettled, and may be rendered available for the purposes of agriculture. The wealth of inexhaustible forests of the best timber in America, and of extensive regions of the most valuable minerals, have as yet been scarcely touched. Along the whole line of sea coast around each Island, and in every river, are to be found the greatest and richest fisheries in the world. The best fuel and the most abundant water-power are available for the coarser manufactures, for which an easy and certain market will be found. Trade with other continents is favoured by the possession of a large number of safe and spacious harbours; long, deep, and numerous rivers, and vast inland seas, supply the means of easy intercourse; and the structure of the country generally affords the utmost facility for every species of communication by land. Unpounded materials of agricultural, commercial, and manufacturing industry are there."

Liven received the this wayset the Governor Canney de Canned addressed

bounded materials of agricultural, commercial, and manuscriff Canada addressed Upon receipt of this report the Governor-General of Canada addressed a letter, dated Dec. 23, 1848, to the Colonial Minister, in which he states: "On the wast importance of the intended Railway, whether as affecting importal or provincial interests, I feel that it is altogether unnecessary to insist. The subject has long been before the public, and its manifold recommendations have been ably stated in various publications, official and unofficial, as well as in the valuable reports of the surveying engineers. I cannot, however, refrain from observing that while on the one hand no undertaking seems to me so well calculated as this to connect the provinces together, to promote the interests which they have in common, to inspire them with a consciousness of their own attength, and thus to fit British North America for the fulfilment of its high destinies; so, on the other, none appears to be more likely to increase the population, extend the trade, and develope the local resources of each. And if this remark be true as applied to Canada, still more emphatically does it hold good of the lower provinces."

The project was never lost given of and its the markets.

The project was never lost sight of, and in the spring of the present year * It may be remarked here that their anchors consisted of wood, weighted with lead, berhaps somewhat similar to those which are, or were, in use in the Island of Ceyion. † The fact that the largest and richest masses of metal generally occur near the surhace of the earth, and that metals are found to form actually component parts of seawater, would appear to suggest the propricty of our directing a far greater share of atention and observation to surface agencies and the sea, when treating on the formation
of metallic deposits.

lention and observation to surface agencies and the surface in the control of metallic deposits.

‡ I noticed the natives in South Africa using and working trou, which they obtained from several large lumps of meteoric stones lying in a river bed. (See below a short notice of the Kaffir smelting furnaces.)

§ When a Kaffir blacksmith wishes to ametitron ore he provides himself with a sufficient quantity of charcoal, then digs a hole in the ground for the furnace, buries a short tube of coarse pottery, so that the one end communicates with the furnace, and the other with the nozzle of his beliews (made of bags of sheepskin), and the blast is thus applied, ometimes by several bellows.

the last exploring expedition, commanded by Col. ELLIOTT, R.E., was dispatched to survey the country from Vancouver's Island to the eastward. patched to survey the country from Vancouver's Island to the eastward, with a view to the construction of that great transit route across the continent of America, which all American writers allow to be the master-enterprise of the age. The Atlantic and Pacific Junction Railway and Land Company is now in course of formation, with a capital of 6,000,0004, in 240,000 shares of 25L each, and the subscribed capital is to be secured on land colonised by free emigration, and by labourers brought to the spot at the charge of the company during the making of the railway. In the first instance, lines will be laid in connection with those existing railways in Canada and the United States which tend towards the Pacific, so that a communication may be speedily opened up; but ultimately a main branch will be thrown out, by means of which a complete system of communication will be attained, commencing and ending in the British possessions alone. There can be little doubt as to the success which the enterprise will meet with, and if the idea be carried out to the extent proposed, all parties must derive advantage. In connection with a Federal Union of British America and an Inter-Colonial Railway, the Hon, G. E. Cartier, Prime Minister of Canada, the Hon. John Ross, President of the Council, and the Hon. A. T. Galt, Inspector-General, arrived at Liverpool on Sunday last, as a deputation to confer with the Colonial Minister.

THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL [FROM OUR CORRESPONDENT IN WEST CORNWALL.]

SEPT. 30 .- Another reduction of one halfpenny per pound brings the price of copper down to a lower point than it has declined to since 1851. In September of the, year cake copper was at 84%, per ton; it is now 98%. per ton. The payantage is considerably in favour of the present year; but the present ate, it cannot be denied, is rather discouraging, and would be much not re so if there were grounds for believing that the present depression would be lasting. But it is tolerably well known that the stocks of

sion "would be lasting. But it is tolerably well known that the stocks of copper in the country are smaller than usual, and the slightest movement of trade will suffice to send up prices again.

There is a considerable improvement in the Iron Trade, and it may be expected that other metals will follow before long.

The Tin Trade at present is inactive, somewhat more than it has been, but there is reason to believe that this will also soon improve. The chapness and abundance of money, it might be supposed, would tempt speculative purchasers of metals; but there seems to be a singular want of enterprise in this direction at the present time, although, judging by the past prise in this direction at the present time, although, judging by the past as well as present prospects, metals will go higher, and purchasers thereof be amply rewarded with liberal profits in the course of a few months.

Several of the western mines are looking favourable, but business in shares has this week been dull. West Bassets have lately been advancing in price; the mine is looking better, and is getting into more favour. At Wheal Buller meeting the dividend was 5t, per share; the previous dividend was 7t, 10s. per share. The balance, however, was increased this time about 230t. The mine, in its present workings, does not appear to time about 2304. The mine, in its present workings, does not appear to be very productive at present, but the agents have cut another lode, which they describe as a large timy lode, and its value may be considerable when further developed. Copper Hill shares continue low, although in the western part of the sett the prospects are encouraging. At East Bassor meeting the accounts for four months showed a profit of 1874, but above 4004, have been expended in extra labour cost and merchants? It will be received the new engine, thus showing the actual profit of the new engine, thus showing the actual profit of the new engine. erection of the new engine, thus showing the actual project to have been nearly 6001. The 80 cross-cut is the point on which attention is more especially fixed in this mine, and the captain considers he has from 2 fms. The same productive copes in the back and bottom of the 60, on both the tin and copper lodes; in the bottom of the 60, on the copper lode, there are stope worth from 351 to 701, per fm. Shares have been rather on the advance. At West Basset, the new lode discovered is considered to be of creat promise, and worths of views as development. been rather on the advance. At West Basset, the new lode discovered is considered to be of great promise, and worthy of vigorous development. Great Alfred samp-shaft is 5 fms. below the 190, and the lode in the shaft is worth from 33L to 40L per fm., or from 70L to 80L for the length of the shaft. The eastern level in the 190 does not seem to have the bunch of ore, and the western level is not near so good as the shaft, being worth from 8L to 10L per fm.; there are points however, of considerable promise ore, and the western level is not near so good as the shaft, being worth from 8L to 10L, per fin., there are points, however, of considerable promise in the mine. Dolcoath is doing well, and the shares are rather on the advance. Grambler shares are quoted at about 135L. At Great Wheal Busy, there is a good lode in Harvey's shaft; although the mine does not turn out speedily rich, as some of the "old men" predicted it would, there are very encouraging indications to show that it will be a great and lasting mine when further developed. There is reported to be a very promising lode in the bottom of the shaft at Buller and Basset United; the shareholders have strong grounds to have that they will be rewarded for their holders have strong grounds to hope that they will be rewarded for their outley. South Tolgus is looking well, and shares have an advancing ten-

holders have strong grounds to hope that they will be rewarded for their outley. South Tolgus is looking well, and shares have an advancing tendency. Old Tolgus has lately much improved, and is attracting some attention. Two or three setts in the same district as Great Wheal Busy have been granted, and operations will be commenced as soon as companies are formed. There is no doubt a great deal of ore in this district, which has been left unworked through peculiar circumstances.

The Royal Comwall Polytechnic Society has opened its exhibition this week at Falmouth. For some years after the society was first established there were a great many models of mining machines and other inventions brought forward, which rendered the exhibitions interesting to practical men, and appeared to indicate that the society would be of considerable importance to the county in the promotion of its industrial interests. Of late years the mechanical department of the show has fallen off; but this year there seems to be again a revival of the former interest in this branch of the exhibition. Some of the machinery is applicable to mining purposes, and I shall notice several of the principal models next week. The society has undoubtedly done good. It was the means in introducing the man-ergine in deep mines, and in other ways its influence has been of a useful character. It would be unfortunate for the county that such a society should fail. Would not more interest be associated with it if some of the principal members were to endeavour to form a Miners' Institute in connection with the society somewhat similar to the Institutes of Mechaniof the principal members were to endeavour to form a Miners' Institute in

of the principal members were to endeavour to form a Miners' Institute in connection with the society, somewhat similar to the Institutes of Mechanical Engineers in Wales and the North of England? An association of mine captains might bring forward a mass of information on the characteristics of lodes, which Mr. R. W. Fox, Mr. W. J. Henwood, and other scientific members of the society, might endeavour to digest, and thus be the instruments, probably, of eliciting a valuable series of rules for guidance in mining operations in the different districts of the county.

The Cornish Militia has been called out for 21 days' training and exercise. There are two regiments—a rifle corps assembling at Bodmin, and the Royal Cornwall and Devon Miners' Artillery exercising at Truro. It is remarkable that the Miners' Regiment is a much finer body of men than the other, and they are said to be exceedingly apt in learning their exercise. The Miners' Regiment is commanded by Lieut.-Colonel Sir Colman Rashleigh, Bart.; the Colonel being His Royal Highness the Duke of Cornwall. The regiment is a small one, numerically, in comparison with many others; but the appearance and bearing of the men are all that their officers can desire. officers can desire

REPORT FROM NORTHUMBERLAND AND DURHAM.

SEPT. 30.-The Coal Trade here, on the whole, may be considered as somewhat improved; a large export trade is going on at most of the northeastern ports, and the prices are in some cases a little improved. The London coal trade is firm, with little change, best coals being 17s. per ton, and the freights remaining at about the same rates as formerly-they range from 5s. 3d. to 5s. 9d. per ton. The strikes in the Midland Counties have rather increased the demand in South Durham for coal and coke. doubt the great depression in trade would have been more felt in these counties had not the coal trade been deranged in other districts by exten-

The Iron Trade is also rather improved, but still far from being active. It is stated that a company has been formed to work the Farnacres Royalty. This place is situated a little to the west of Gateshead, near the junction of the Team River with the Tyne. Coal has been worked for some time on a small scale, and good seams exist here, but the coal strata are much disturbed by dislocations. Much water also is met with, and in some of the seams, especially the Brockwell, blowers of gas are often met with, so that the general character of the locality is by no means very good. The situation for the sale of the coal is excellent; and, as the Beanmont seam contains excellent house coal, while the Brockwell makes good coke, this has induced several companies from time to make trials.

coke, this has induced several companies from time to time to make trials,

but none of them have as yet been successful. A few years ago a very spirited trial was made by the extensive firm of Messrs. John Bowes and Co. They sunk a new shaft, and tubbed the principal feeders in the old shaft; and, in fact, erected plant and all the necessary appliances of a moderate sized colliery, no expense being spared to ensure complete success. The Beaumont seam was found in this new shaft, but so much disturbed by faults, and intermixed with stone bands, as to be practically useless. The Brockwell seam was also found good, but at a short distance from the shaft was discovered to be much disturbed, and so irregular in thickness. shaft was discovered to be much disturbed, and so irregular in thickness to cause much trouble and expense; owing to these circumstances. as to cause much trouble and expense; owing to these circumstances, it was found that the coal could not be worked to a profit, and, therefore, the enterprise was relinquished. The Elswick Coal Company intend to work those seams in the royalty adjoining that alluded to, but they have not as yet made such progress as to enlighten us much as to the state in which the coal seams will be found in that part of the coal field. However, as good coal is, no doubt to be found on the estate, we hope the ever, as good coal is, no doubt, to be found on the estate, we hope the present company will be more fortunate than others, and prove successful. The damage done to the winding engine at the Hebburn Colliery, by the late accident has been repaired, and coal work has been again

sumed at that place. The subject of Harbours of Refuge is attracting much attention here at present; it is a very important subject, and one that deserves the most serious attention. The question as to the situation of the most eligible site for such harbour has been eagerly discussed; the interests of the several parties engaging in those discussions, no doubt, influencing them, to some extent, in the choice they make of a site. This point, it is expected, will be decided shortly, as the members of the Royal Commission appointed for that purpose are expected to visit the locality. No doubt the opinions of the most eminent engineers will be required on a point of such grave, importance, and it is to be hoped that a good site will be such grave importance, and it is to be hoped that a good site will be found for the purpose, and that no time will be lost in the formation of a harbour, as the saving that will be effected in shipping property on this much-frequented coast will be almost incalculable.

much-frequented coast will be almost incalculable.

In the meantime, it is gratifying to know that the reports of pilots and others continue to show that since the appointment of the Type Commissioners great improvements have been made in that river, and especially in the depth of water obtained at and near the mouth of the river.

A meeting has been held at Morpeth for the purpose of discussing the subject of a proposed line of railway from that town up the Wansbeck Valley to Bellingham. The proposed line will join the Border Counties Railway near the latter place. It will form a loop line between the North-Eastern and Border Counties Railways, and will open out a country very beautiful and secluded, chiefly agricultural. But if the line for the extension of the Border Counties Railway to join the North British, &c., be obtained next session of Parliament, which there is no reason to doubt, the proposed line may ultimately become of some importance in border railway communication.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

FROM OUR CORRESPONDENT AT WOLVEBHAMPTON.]

SEP. 30.—The preliminary meeting of the ironmasters was held to-day in this town, and was attended by the leading members of the trade. No atteration was made in prices, which accordingly continue at 7t. 10s. for bars, and other qualities in proportion. With respect to the position of the trade, accounts somewhat differ. The orders for the United States are very small, but this is usually a dull season for that market, as the canals will shortly be closed. There have been during the last two months numerous enquiries for iron of various kinds, especially for railways, but the contracts sent to this district are extremely few, other iron-making the contracts sent to this district are extremely few, other iron-making localities offering much lower rates. Large Russian contracts have already been given out, but the greater part are said to have gone to Scotland, and only a very small portion have been taken here, but it is stated that a large quantity are to be from Staffortshire, the orders not being yet given out on account of the prices offered not being satisfactory to the purchasers. The conditions of the Russian contracts are so stringent, and place the manufacturer so much at the mercy of officials, that many decline to incur the danger of accepting contracts with such specifications. Some works are undoubtedly busier, but it seems plain that the anticipations long ago expressed in this letter, that trache will be dull until spring, will be realised. Prices vary a good deal, and low rates are said to be accepted by many makers. Pig-iron is commanding a Better price than it did; in some cases 2s. 6d. ager ton more has been used, and sellers are pressing for 5s. advance. 2s. 6d. per ton more has been paid, and sellers are pressing for 5s. advance. It is urged that the strike of the colliers, as it makes the produce of pigiron dearer, by compelling the conveyance of coal from a distance, is a reason for this advance. The important feature of the ironmasters' meeting was the consideration of the question of wages, and the following resolution was passed on this subject:—

"The question of the proposed reduction in the wages of the thick coal colliers from the proposed reduction in the wages of the thick coal colliers from the see and any having been brought before a large and influential meeting of the trade, held at Wolverhampton, this day, it was the unanimous opinion of the trade, considering that all classes of workmen employed in the iron trade, except the thick colliers in the Oldbury and West Bromwich sistrict, have been already reduced to the great reduction in the price of iron, and as it is manifestly just, as well as necess that the wages of this portion of the South Staffordshire district should undergo the scale of reduction, the trade is resolved to resist the demands of the colliers for a tinuance of their wages at 5s. a day, as allke unwarrantable and unjust."

During the week, some other colliers in the western part of the thick coal district have left work, their notice for an advance having expired on Saturday last, and these swell the number on strike, although in the western district it is very far from being general. The colliers appear determined to stand out for their former rate of wages, whilst the masters appear equally determined to resist. The strongest argument of the men is that the reduction is very large, being 20 per cent on their former wages, and in this there is great force; but, on the other hand, it is stated that the in this there is great force; but, on the other hand, it is stated that the men in the district where the strike exists have in times past been receiving higher wages than other colliers, either in South or North Staffordshire, or in other colliery districts, owing to the coalmasters of that district having had a monopoly in the supply of Birmingham both with domestic coal and engine slack. This monopoly has within the last year or two been greatly disturbed by the opening of extensive mines in Cannock Chase, by coal being sent from Derbyshire, and lately by the opening of the tunnel, which affords an easy transit for the thick coal west of Dudley to the Birmingham market; and this hitherto favoured district must henceforth compete with other sources of supply, and hence the necessity for a

to the Birmingham market; and this hitherto favoured district must henceforth compete with other sources of supply, and hence the necessity for a reduction of wages. Looking, again, at the great fall in the price of iron, 30s. per ton, according to the trade quotations, below which so many have now to sell, and the increasing competition with other districts in the manufacture of iron, the necessity for a reduction in the price of every element in its production appears evident.

An indication has been afforded of the strike possibly extending to the thin mine district, by a number of colliers in the employ of the Messrs. Williams, at the Bradley Hall Colliery, near Bilston, being summoned before the magistrates, on Wednesday last, for leaving their work without giving proper notice. They gave a fortnight's notice for an advance on Saturday last, but did not again return to work. It appeared that rules, one of which requires the men to give notice, were placed in the hovel and at the whimsey, but there was no proof that these men could read—in fact, one of which requires the men to give notice, were placed in the living at the whimsey, but there was no proof that these men could read—in fact, the complainant, the chartermaster, could not—nor that they had seen these rules; and it was stated by the chartermaster that on their engagement.

But it was stated in evidence that it had been the rule for many years at that and other collieries in the district for fourteen days' notice to be required, which the men appeared to have shown their knowledge of, by first giving the notice and then keeping away from work, without waiting for the expiration of the time. The magistrates ap-peared unvilling to convict, and the case was adjourned for five weeks, Mr. Leigh, the stipendiary magistrate, telling the colliers that it would be far more honourable of them to work out their notice, as there was no doubt that they were aware that it was the custom to give notice, and Mr. Wil liams, their employer (High Sheriff of the county), had a very high char racter as being one of the best masters in the district. One of the men sai they had no complaint to make against their master, and that the should have worked the fortnight but for being intimidated by some of the on strike. The magistrates also strongly urged the importance of the agreement as to notice being more distinctly made known.

Similar cases were heard on Monday before the Dudley magistrates. Mr.

Roberts, Manchester, the miners' "attorney-general," appearing for the men, and Mr. Caldicott, a respectable local solicitor, for Mr. Llewellyn, the complainant. The evidence was similar to that usually adduced, except that plainant. The evidence was similar to that usually adduced, except that it seemed there had been a dispute whether, when the men were working by day or in band, they were to receive wages for a day and a half, or for a day and a quarter, they having previously been paid at the former rate. The evidence appeared to show that the men were discharged at the pleasure of their employers without notice, and evidence was called on be-

half of the one defendant whose case was heard, to show that men were regularly discharged without receiving any notice. The magistrates decided to commit the defendant, upon which Mr. Roberts applied for a case to submit to the Court of Queen's Bench. It was eventually agreed, as this case had occupied until six o'clock, to adjourn the others for a fornight, and also to adjourn judgment in the the case heard for the same period, to afford Mr. Roberts an opportunity for appeal. That every colier in the district knew that it is "the custom" to require a fortnight's notice there can be no doubt; but that the masters feel themselves bound by the same rule is extremely doubtful, although if men required a fortnight's notice, magistrates, except in cases of misconduct, would, no doubt, decide in their favour. The essence of the dispute lies in the question whether, as required by law, the arrangement for notice is mutual. It may be remarked that, in the course of the case, Mr. Roberts transgressed the great lattide always allowed to advocates, by calling the respectable solicitor who appeared for the complainant "an insolent puppy," repeating the phrase more than once, and eliciting from Capt. Bennett, the presiding regishalf of the one defendant whose case was heard, to show that negularly discharged without receiving any notice. The magist appeared for the complainant "an insolent puppy," repeating the phrase more than once, and eliciting from Capt. Bennett, the presiding magi-trate, the remark that during 20 years experience he had never known an adversar conduct his most in an advocate conduct himself in such a manner.

an advocate conduct himself in such a manner.

The Truck Question assumed a somewhat new aspect in the Police Count in this town yesterday (Wednesday). Mr. Leigh, the stipendary maginate, and Mr. Rupert Kettle, a barrister of the Oxford Circuit, with another magistrate, were on the Bench, and Mr. John Smith, solicitor, of Birmingham, appeared for the Messrs. Hickman, ironmasters, to defend in some cases in which they were charged with paying their workmen in goods instead of in money. Mr. Smith objected to Mr. Kettle adjudicating in these cases, because the Act disqualifies any magistrate from exercising jurisdiction in such cases whose father, brother, or certain other relatives specified, are engaged in trades connected with the manufacture of iron, Mr. Kettle having a brother in Birmingham, a gilt toy manufacture. Mr. Kettle had not thought of this application of the clause in the statue, and retired from the Bench, evidently with some surprise and a little vexation thus to be tripped up in his own line. But Mr. Smith objected both to Mr. Leigh and Mr. Kettle on the ground that they were shareholders of the Wolverhampton Banking Company which, he was prepared to prove, had an iron-works in its possession. Both the worthy and learned magintrates disclaimed any knowledge of any such works being held by the bank. the Wolverhampton Banking Company which, he was prepared to prove, had an iron-works in its possession. Both the worthy and learned magistrates disclaimed any knowledge of any such works being held by the bank, Mr. Leigh being a director—but Mr. Smith, who is attorney for Mr. Saml. Griffiths, coolly said he thought he knew as much about the affairs of the Wolverhampton Bank as most people, and, perhaps, more than some of the directors. He is taking steps to appeal against the decision against the Messrs. Hickman in a case tried last week, and he rests his case parly on the ground that the magistrates were not qualified to adjudicate. The working of this Truck Act is certainly far from satisfactory. It enables a few informers to get a livelihood, and also puts large costs into the pocket of lawyers who bring forward informations, but its operation is surrounded with difficulties and technicalities, as must be the case with all laws which of lawyers who bring forward informations, but its operation is surrounded with difficulties and technicalities, as must be the case with all laws which contravene the ordinary rule of leaving to the parties concerned the option of contracting as they may choose. It is, however, by no means clear that the necessity of the case does not justify such a law, especially considering to how little extent miners especially possess the qualities which would enable them readily to put down any form of real oppression which they wight suffer from

The inquest in respect to the deaths caused by the late fearful catatrophe on the Oxford, Worcester, and Wolverhampton Railway, was resumed to-day, and some evidence was taken respecting the guard's conduct. It was again adjourned.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES. [FHOM OUR CORRESPONDENT IN SOUTH WALES.]

SEPT. 30 .- Our markets display a firmer tone, in consequence of an nproved enquiry for most descriptions of iron, which has sprung up within the last few days. Consumers are now driven to make purchases, their stocks approaching low water-mark, and the makers here being in a position to execute large orders on very small notice. Railway iron is now sold pretty freely, and several orders have come in since we last wrote. For pretty treely, and several orders have come in since to the home use fresh supplies are now required; while from the Continent dealers begin to appear in larger numbers. Thanks to the French monopoliss, iron from this country is periodically required in large quantities, and at the present time several firms are busy executing orders destined for Paris. From Russia and Germany a partial demand is also experienced; but the Americans have restored very little of their former trade. On the whole, Americans have restored very little of their former trade. On the whole, however, the ironmasters have certainly a better prospect before them than for some time past, and perhaps the last quarter may prove more prosperous than the first of the year. On the hills generally more activity prevails, although, unfortunately, wages keep down, and the condition of the colliers and puddlers, and all classes, is very bad in consequence. There is more full employment given now than was the case a few weeks and perhaps before very long the masters will be enabled to make some increase, however slight, in the rate of pay.

The casualties reported in mines this week are fewer than usual, and none of them are of a fatal character. At the Cyfarthfa Works recently a little girl employed there came to her end in a very dreadful manner. By

The casualties reported in mines this week are fewer than usual, and none of them are of a fatal character. At the Cyfarthfa Works recently a some means her clothes caught alight, and she ran to the rolls to extinguish the fire. The spindles caught alight, and she ran to the rolls to extinguish the fire. The spindles caught her clothes, dragged her between the wheels, and tore her body to pieces. It is stated that one of her legs was thrown to a great height. The remains of the poor little creature are described to have been gathered up in fragments, the spectacle being one of the most shocking which can well be conceived. An inquest was held, and a verdict of "Accidental Death" returned.

It appears to us that this melancholy affair illustrates the folly of placing children of very tender years at work in large iron-works. The girl whose case we have described was but thirteen years of age, and many are employed at even an earlier period of their lives. Not to speak of the moral effects of such a practice, it has been many times proved that it cannot be indulged in without loss of human life. These poor children are placed in positions of peril before they well know what danger means, and are compelled to work hard at a time when all their tendencies are towards the playground. Parents are glad to "Seeive the few shillings which they monthly earn; and the agents take then, on without regard to the consequences which may, and too often actually 0.9, ensue. It is pitiable to see the large numbers of stunted children which swarm in the iron-works, and quences which may, and too often actually o', o, ensue. It is pitiable to see the large numbers of stunted children which swarm in the iron-works, and are placed in situations a man would find arduous. Mr. Lionel Brough has bestowed great attention to the matter in South Staffordshire; we trust he will perform a similar service in this district, where a large field

Another matter equally requiring reformation, and also deserving the Anoner matter equally requiring reformation, and also deserved in the motice of our new Inspector, is the employment of girls in mines. He will have some difficulty in discovering the pits in which this offence against the law is committed, for considerable pains are taken to conceal it, but that the practice really exists is well known. We do not say that it is general throughout the iron-works, but in two, at least, that we could name the system is to be found in its worst state. The authorities in other places are oftentimes too honourable to permit anything of the sort; but places are oftentimes too be found in its worst state. The authorities in other places are oftentimes too honourable to permit anything of the sort; but by the connivance of the overlooker, or some clandestine means, girls are taken into the pits and there work. The impropriety of these proceedings do not require remark, and the interference of the law ought not to be necessary to induce agents to put an end to them. No doubt the practice is less general than it used to be heart of the contractions of the contraction of less general than it used to be, but it ought not to exist at all; and we trust Mr. Brough will take measures by-and-bye which will result in its

entire extinction.

The projected line from Merthyr through the principal iron-works to Abergavenny is gaining favour with the public. Shares are now being pretty freely taken up in Rhymney and Tredegar, and it is said that the directors will very shortly be enabled to go on as far as Brynmawr. The complete success of the scheme is looked forward to with confidence, and Mr. Bailey gives it his cordial support. This will probably induce other ironmasters to come forward, and the capital will then be soon subscribed. There has been very little else of interest here this week. Mining speculations are being carried on with spirit, several new veins of coal having

Annual of the part of certain capitalists to establish new iron-works in the neighbourhood of Cardiff as soon as trade improves, but no details have as yet come to support the part of certain capitalists to establish new iron-works in the neighbourhood of Cardiff as soon as trade improves, but no details have as yet come to support the part of the part

AUSTRALIA—LARGE ARRIVALS OF GOLD.—Yesterday (Friday) the White Star clipper Sulfana, which left Melbourns on June 24, arrived in the Mersoy with 40,530 ccs. of gold, valued at 180,0007, and 115 passengers. The cargo of the Sulfana included 700 bales of wool, 5500 bags and 1140 casks of copper, and 55 casks of tallow. The Black Ball clipper Ocean Chief, which left Melbourne on July 15 with 48,000 ccs. of gold, valued at 200,0004, was off Liverpool yesterday aftermoon, with the Mersey. She brifts 150 passengers and a large Cargo.

REPORT SEPT. 30 se any al The question of trictly adhers a firmer, and The Coal T supplies. The tas and the result. No compressed. minate it is ingly busy in ecture on the The extens-progressing

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EPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE. [FROM OUR CORRESPONDENT IN CHESTERFIELD.]

SEPT. 30.—The Iron Trade is exceedingly quiet, and we do not antici-

SET. 30.—The Iron Trade is exceedingly quiet, and we do not anticipate any alteration until after the conclusion of the quarterly meetings will be watched with interest. There have been accomplished to the process of the quarterly meetings will be watched with interest. There have been a considerable amount of underseiling going on during the past support of the p

The report of Mr. Joseph Dickinson, the inspector for the North and fast lancabire or Manchester district, states that the loss of life during the past year in the pits within his jurisdiction has been little above the average. The total number of faniacidents was 52, being 21 less than in the previous year, but the number of persons lilled was 99, being 21 less than in the previous year, but the number of persons lilled was 99, being an increase of 15 over 1566, and 8 above the average of the preceding fee years. Of the 52 accidents, 11 were from various causes, 13 from occurrences in the shaft, 18 from fails of coal, and 10 from explosions of fire-damp. Of the misceliances accidents, 7 were from injuries from trams in the pits, 1 from getting drawn fits a machine by a chain on the surface, 2 from tring biast, and 1 from venturing too far into fire-damp. Speaking of the explosions, the inspector says:—"I have again, this year, to record that three of the explosions, causing a loss of six lives, have occurred where there was no fire-dam year, to record that three of the explosions, causing a loss of six lives, have occurred where there was no fire-dam years to record the total post of the proper to be lost, and as fire-damp sometimes appears unexpectedly, it does not seen too much to expect that in future a fireman should be appointed to examine every piece in advance of the air, before it is entered with an open light. Seams which near the catcop had been nearly free from fire-damp, are gradually being opened further to be deep, where fire-damp evidently exists; and the underlocker from the former work he is perhaps to often entrusted with the management of the latter workings, although to pastesses little experience of the dangerous gas with which he has to deal. During the year proceedings were taken before the manigaterates by the fine-pector in 15 cases, of which II were established and two failed; the penalties inflicted amounting to 237, 10s. Alphodd to the report are sections of all the mines in the dis

The chief feature of scientific interest during the past week has been the neeting of the British Association for the Promotion of Science, at Leeds. Some value is appreciate the promotion of science and amongst them the following of occuliar local interest:

dispars have been read, and amongst them the following of peculiar local interest:—

MINERAL PRODUCE OF YORKSHIRE.—Mr. NEWMARCH read some statistical returns of the mineral produce of Yorkshire for the year 1857, prepared by Mr. NewMarch read some statistical returns of the mineral produce of Yorkshire for the year 1857, prepared by Mr. NewMarch read some statistical returns of the mineral produce of Yorkshire for the year 1857, prepared by Mr. Statistical returns of the mineral produce of 1857, proving that the orea raised were less metallised in the previous year. Of Iron ore the remarkable district of the North Riding Fields [A46,455 tons in 1857, showing an increase of 216,738 tons as compared with the precious year. Of Iron ore the remarkable district, of the North Riding Fields [A46,455 tons in 1857, showing an increase of 216,738 tons as compared with the precious year. Of Iron ore the remarkable district, as far as returns had been obtained, was 207,500 tons. The cold-blast furnaces of the West Riding, as far as returns had been obtained, was 207,500 tons. The cold-blast furnaces of the West Riding are estimated at 117,000 tons; the North Riding, 179,598 tons; the total produce of the West Riding are estimated at 117,000 tons; the North Riding, 179,598 tons; the total produce of each from the different districts of the West Riding iron 374 collieries had been \$25,546 tons, showing a falling off of 208,185 tons as compared with 1859, in which year the coal production of the West Riding amounted to 209,185 tons. From returns received from 102 quarries in Yorkshire, producing stone of various kinds, the value of the stone misdal in 1837 was estimated at 105,374. Adopting the market value of the metals-nised, and making this addition to the sum, the following would represent the amount abilistic our autional wealth last year by the mining and metallungical industries of Ortshire:—Lead, 173,2500; pig-1ron, 1,013,1421; iron pyrites, 15721; coals, 2,168,5607; fig-1ron, 1,013,1421; iron pyrites, 15722; coals, 2

LEAD DISTRICTS OF YORKSHIRE.—Mr. S. EDDY read an interesting our "On the Lead-bearing Districts of North Yorkshire," during which he stated that he was three kinds of veins:—I. Rake veins, along lines of faults and fissures: 2. Pipe diss, which were as a kind of tube passing obliquely through the strata; and 3. Flat diss, which were not common, and passed along the planes of the beds. The author secribed various peculiarities in the occurrence of ore in the several veins, and the adment of working them. Park Park represented that the passer should be printed tire in the annual repor Prof. PHILLIPS pr ed that the al report, with engravings of the section

THE INTERCOLONIAL ROYAL MAIL STEAM PACKET COMPANY.—A COM pany has been announced under this denomination, for the purpose of car-Tying into effect a contract which has been entered into between the Lords of the Admiralty and Messrs. Pearson, Coleman, and Co., for a monthly mail service between Sydney, New South Wales, and the principal ports of the colony of New Zealand. It appears that the time of postal intercourse, by this means, is for ten years; for which a subsidy is to be paid, for the first four years, of 24,000? per annum, and 22,000? a year for the remaining six years, the contractors being bound to use all diligence in the execution of the agreement, but a clause provides that fines for the non-panetnal performance of the terms are not to be enforced, except in cases of wilful neglect. The distance to be performed is stated to be 1090 miles on the main line, that is from Sydney to Nelson, and 727 miles on the branch line, from Nelson to Wellington, Auckland, Canterbury, &c.; seven days being allowed for the due execution of the contact, as respects the main line, and six days on the branch line. Such are the principal terms of the arrangement between the Government and the person named, and the prospectus goes on to show, by statistical lying into effect a contract which has been entered into between the Lords

evidence, that the benefit to the shareholders must, at least, be 20 per cent. on the capital embarked, and much pains have evidently been taken to demonstrate the various details by which this result is to be arrived at. It is calculated that 25 first-clase passengers will cross each journey between Sydney and Nelson, at a cost of 15t. each, which is equivalent to 2t. 2s. per diem, considering that the contract time for the voyage is seven days; while, in addition, it is assumed that 40 second-class passengers, at 8t. each, will avail themselves of this channel of intercourse, besides deck passengers, cattle, and goods, which, with the subsidy, are expected to produce an annual income sufficient to pay a dividend of at least 20 per cent. Per annum, after all charges are disbursed, and every provision made for reserve fund and other customary precautions. The carrying out of this project will, no doubt, be of vast advantage and convenience to those who have interchange of transaction between the colony of New South Wales and New Zealand, while it will necessarily render the communication between the latter place and the mother country much more expeditious and regular. It is, therefore, a project much desired, and being introduced under such powerful commercial and maritime influence there can be but little doubt that the necessary capital will be readily obtained. Indeed, the interest which will accrue, it is expected, to those who embark therein will be sufficient inducement to the public, more especially as the calculations are openly shown on the face of the prospectus for the consideration of all, and seem based on fair and equitable data. It is right to mention that the Melbourne Chamber of Commerce, as well as the press generally, of the colony of Victoria have long urged on the Local Government the necessity of direct steam postal communication between Melbourne and New Zealand, which, if established, would necessarily compete with the Sydney and New Zealand line as now proposed.

CALCOT HALL MINING COMPANY (LIMITED).

In the Court of Bankruptey, on Wednerday, a petition for a winding-up order against the above company was heard. The petitioner is Mr. Robert John Mostyn, the resident manager, a shareholder, and said to have been a promoter and a director of the company. It would appear from a printed prospectus that the company was announced in the form of 600 shares of 101. each, and that, although only a limited company, it presented almost unlimited advantages. The mines, situate near Holywidh, had been proved for 100 years, and worked with considerable success. They were mines of lead, and the ore itself had been sold at the sourmous price of 221. per 10n. From 11 to 14 cas, of silver per ton had moreover been extracted from the lead. Small fortunes had from time to time been realized by the mines, and, by working them with the improved and extensive machinery, capable of being furnished by a limited liability company, a yearly income about equivalent to the amount of capital employed might be unticipated. The directors were—Mr. Hornce A. Alexander, Rokehy-house, Stratford; Mr. E. Elliott, 103, Miltonstreet, Dornet-square; a fr. John Grover, 10, 8t. Paul's Villas, Canden-town; the Rev. John W. Laughlin, 13, Hatton-garden; and Mr. Thomas Newmarch, 8, Melbourne-square, North Briston. The secretary was Mr. John Hollingworth, and the solicitor was Mr. Valentine Hicks Labrow, 22, Chancery-lane.

The resident manager now complained, by his counsel, that he had occasion to sue the company for a sum exceeding 4001, and which included 1501, the amount of one year's salary. On the cause being called on, the defendants consented to a ventic against them for 1501, which, with costs, made his judgment 2551. Two days before this judgment was thus obtained—on Aug. 25, 1858—the company had, it had since transpired, passed a resolution for a voluntary winding-up, the official liquidators being Messrs. Clark and 8011, This voluntary was necessary for the decident on the part of the petitioner, was mad

ournment accordingly.

Lucas was for the petitioner, and Mr. Laxton for the company.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS. — Joze Luis, Welbeck-atreet, Cavendish-square: New waterproof in he without seams or rivets, and in the apparatus connected therewith.—W. Evans, Sheffield: Machinery or apparatus for manufacturing saw backs.—J. Bleakley, Accrington: Apparatus for communicating between the guard and engine-driver.—D. Andrew, Greenock: Apparatus for obtaining motive power.—W. Gossaue, Widnes: Manufacture of soda and potass.—J. Luis, Welbeck-street, Cavendish-square: Coke and gas klins.—F. Fower, Park-house, South Kensington: Fire-engine.—H. Allison, Gravesend: Apparatuses for boring and slinking.—W. P. Streue, Swausea: Apparatus for indicating strains on engine ropes or chains.—J. G. N. Alleyne, Alfreton: Manufacture of wrought-from beams and girders.—T. Vicars, sen., T. Vicars, jul., T. Ashikohe, J. Smith, Liverpool: Consamption of sincke in moveable furnaces or chauffers, for heating bakers' and other like overs.—E. Riefe, Sheffield: Casting of steel.

MANUFACTURE OF FUEL.—In order to agglomerate small coal or slack, Mr. John Piddington, Brussels, uses resin of commerce or any raw resinous matter having the same properties, combined with any fatty matters or oils, also with carbonate of soda. He likewise employs four of all kinds, that made from rye in preference, and he prefers flour in a damaged state.

prefers four in a damaged state of all kinds, that made from rye in preference, and he RECOVERING SULPHUR PROM VAT WASTE.—Mr. H. Blair, Kearsley, proposes to recover the sulphur from hydrosulphuric acid by burning it with sufficient atmospheric air to yield oxygen to combine with the hydrogen in the gas.

RAILWAY CARRIAGES.—In order to remedy a defect in the present mode of attaching and working the coupling chains of railway carriages, and to prevent the loss caused by the continual breaking of the said chains, Mr. Nethersole, Swansea, proposes to furnish each chain with a bar or rod to be worked within a cradle, so as to allow the chains free piay. On some lines of railway it is now customary to allow the drawbar to work in the cradle affixed to the centre of the under framing of the carriage, and this has been found to answer very well. He proposes to place two small cradles one on each side of that in which the draw-bar works attached thereto, but independent therof as regards the working of the chain rods. The chain rods pass through the front and back rods of the carriage-frame, and under the carriage, till they reach and pass through their cradles, when they are armed with india-rubber or other springs, to allow them to play in the manner of the draw bar.

BOTDELL'S TRACTION ENGINE.—Mr. Roydell provisionally specified.

BOYDELL'S TRACTION ENGINE.—Mr. Boydell provisionally specified an vention for assisting those engines in turning curves: he has supports on each side of engine, which, when requisite, may be pressed upon the ground, so as to raise the ving-wheel sufficiently to allow it to slip round.

OSCILLATING STEAM-ENGINES .- With this invention the valve is perfectly OSCILLATING STEAM-ENGINES.—With this invention the valve is perfectly balanced, and the necessity of using a set acrew to keep the valve in proper position avoided; the steam itself being made to perform both functions, and thus the easy working of the valve is secured, and freedom for contraction and expansion allowed. This invention also allows of the engine being instantly and completely reversed by simply shifting the valve; the valve when shifted presented a full open port. The shifting of the valve is rendered very easy, owing to the valve being balanced, as before stated. We regard this as an excellent arrangement and think it will go far towards rendering more perfect the operation of oscillating and other engines. It was invented and patented by G. Bieseck, of Pittsburgh, Pa.

TAR OIL .- An invention for separating the light hydrocarbons and black carbonaceous particles from crude tar oil was provisionally specified by Mr. Thos. Metcalf, Newton Heath, Manchester, the purified oil being applicable to lubricating and other provinces, be distill and directs the crude tar oil with siliceous carths, lime, alkali, &c.

purposes: ne castils and algests the crude the oil with sinceous carrias, time, atkail, &c.

TAVERNIER'S PATENT WOOL-COMBING MACHINERY.—According to the specification of this patent (just filled by Mr. Henry, patent agent, Fleet-street), lashing combs are so arranged that a first comb is made to strike sharply into the sliver with the same speed as the latter is delivered; and then a second and a third comb in the like manner; the three combs being moved forward in a parallel direction, but at different velocities, by means of guidalny screws; the combing is completed by drawing rollers; the combs are formed with edges higher than their needles, the ends of the comb bars entering into the channels of the screws.

STEAM-BOILER ASSURANCE COMPANY,-We have already alluded to the very excellent prospects of a company insuring against accidents from steam-boiler explosions, provided ample care were taken to keep the boilers steam-boiler explosions, provided ample care were taken to, keep the boilers insured well inspected. In the prospectus issued no superintendent engineer is mentioned; and we can, therefore, only assume that a competent man will be appointed, from the reputation of the gentlemen whose names are identified with the management. The names of Benjamin Fothergill, J. Clarkson Kay, William McNanght, and Richard Roberts, are all well known to our readers; and we learn that Mr. Hannam is by no means unacquainted with assurance business, and that he has been instrumental in bringing Messrs. Forsyth and Nicholson's ideas into the practical shape which must secure an adequate amount of patronage to the company. With regard to the premiums, it may be confidently anticipated that they

will be fixed at such an amount as will give equal satisfaction to the share-holders and assured; and as it is stated that owing to the publicity given by the press to the objects and advantages of the company, they are already inundated with offers to assure the moment they are prepared to issue policies, the success of the undertaking, as a commercial speculation, can scarcely be doubted. The calculations upon which the tables are based have received the greatest care, and the statistics necessary for ascertaining the probable risk have been obtained from the best possible sources. Under these circu matances it must be evident that the effect of the society's operations will be to reduce casualties to the minimum; for boiler owners will be induced to insure to secure themselves from loss, whilst the company will have the greatest interest in keeping the boilers well inspected, and in such a condition that accident shall be next to an impossibility.

MANCHESTER ASSOCIATION FOR THE PREVENTION OF STEAM-BOILER

MANCHESTER ASSOCIATION FOR THE PREVENTION OF STEAM-BOILER MANCHESTER ASSOCIATION FOR THE PREVENTION OF STEAM-BOILER EXPLOSIONS.—At the monthly meeting of the committee of management, on Thesday, at the offices of the secretary, Mr.; H. Whitworth, Corporation-street, Manchester, the chief inspector (4r. R. B. Longridge) presented his report, which stated that—During the present month 248 vielts have been made (nine special), and 670 boilers and 517 engines inspected, 12 of these boilers have been examined internally, and 23 have undergone a thorough examination. Diagrams have also been taken from 57 cylinders. Of these boilers 42 were found in a defective state from the following causes:—Injury resulting from deficiency of water, 3; corrosion of plates, 9; fracture of plates, 11; safety-valves out of order, 7; water-gauges out of order, 5; and pressure-gauges out of order, 7. In reference to those boilers which sustained injury in consequence of deficiency of water, 1 may mention that in one case this was caused by the fracture of plates, 11; safety-walves out of the boiler was empty. In the other two cases the feed-valves appear not to have been tight, and on pry paring to start in the morning the water in the boilers was empty. In the other two cases the feed-valves appear not to have been tight, and on pry paring to start in the morning the water in the boilers was driven back by the increasing pressure of steam, and the furnace crowns much injured in consequence. Though these boilers were provided with glass tube gauges and doats, there appear to have received no attention at the time, thus pointing out the necessity of employing other means of safety. For this purpose I must again urge the general adoption of efficient fusible plugs, which by extinguishing the fires under such circumstances prevent accident or injury to the boilers. The other defects were of an ordinary character."

Huddersfield Steam-Boiler Association.—At a meeting of the

vent accident or injury to the boliers. The other defects were of an ordinary character."

HUDDERSFIELD STEAM-BOILER ASSOCIATION.—At a meeting of the above association, held at the office of Mr. Bocking, architect, on Tuesday, Mr. C. H. Holt, engineer to the association, reported having since the last meeting inspected seven boilers internally, and 19 externally, taken indications from the cylinders of 16 engines, examined 19, and suggested alterations in 12. Of the boliers examined two were dangerous from inefficient safety-valves; three firms had anumber of weights on the safety-valve levers. This ought to be avoided, as one weight at the end of the lever is not so liable to be tampered with. One water-guage was entirely useless, and two steam-guages indicated 25 per cent. too little; two boliers were stopped for extensive repairs. Mr. Holt also reported that on Sept. 8, Messurs. Almond and Sons, of Gildersome, near Leeds (who are not member of this association), wrote for him to make an examination of the bolier which exploded at their works, and give evidence at the inquest as to the cause of the explosion. He was of opinion that the explosion was caused by over pressure, and not from deficiency of water.

COLLIERY ON FIRE-GREAT LOSS OF LIFE.

A fearful calamity occurred on Thursday, at Page Bank Pit, Brancepeth, near Durham, whereby the lives of upwards of 80 men and boys
were in the utmost jeopardy. Mr. R. W. Jackson, of West Hartlepool,
is the principal owner, and the colliery has been worked for about three
years. It was at first supposed that about 40 were in the pit, but after the
fire had been partially subdued 82 men were brought up, 72 of whom were
still living. The pit is still on fire at a blower in the shaft.

years. It was at inst supposed that about 40 were in the pit, but after the fire had been partially subdued 82 men were brought up, 72 of whom were still living. The pit is still on fire at a blower in the shaft.

(From the Durham Advertiser of yeaterday.)

On Thursday morning about twelve o'clock messengers arrived in Durham with the alarming intelligence that an explosion had occurred at Page Bank Colliery, and that the shaft of the pit was on fire. Knowing too well the nature of these dreadful events, the intelligence spread through the city like wild-fire. The city fire-engine, as well as the College engine, was at once dispatched, and numbers of the inhabitants rapidly hurried to the spot. On arriving at the colliery we found the news, although perhaps not perfectly ocrrect in detail, was sufficiently appailing, and that no less than between 6 much oil ives were, if not already sacrificad, hanging on a thread. A large crowd was assembled round the month of the pit, and by the stank was issning a dense volume of smoke. Water drawn from the river by the two Durham engines, and from Auckland Castie, was being poured down the shaft, and the whole of the gearing and wood work at the month of the pit was either burnt to cinders, or had been exposed to the action of the fire. From what we could learn from the men employed above ground at the collegy, it appears that about nine o'clock in the morning they were alarmed at hearing a report like an explosion, and instantly seeing flames leap out from the mouth of the jt, the whole of the wood work being speedily one mass of fire. So soon as the alarm and consternation had in some degree subsided, the mouth of the pit was cortical that not less than between the safety to theoretism. It was soon ascertained than too test stank and the safety of the subsection. It was soon ascertained than too test stank to only the subsection of the pit was considered as the pumparent of the subsection of the subse

CONVICTIONS OF A COLLIERY MANAGER FOR BREACHES OF RULES.— CONTICTIONS OF A COLLIERY MANAGER FOR DERACHES OF KILES.— At Stoke, Mr. Handley, manager and brother of the proprietor of the Railway Colliery, Fenton, Staffordshire (where an explosion of fire-damp last July resulted in the death of three men), was charged by Mr. Wynne with a breach of the 28d special rale, requiring the manager to see that the stoppings are made of brick and mortar; whereas the de-fendant had allowed a stopping in a main air-course to consist of a sheet only. He was also charged with a breach of the lst general rule, which requires sufficient ventilation to dilute and render harmless noxios gases. In each case Handley was convicted in the penalty of 40s, and coste.

penalty of 49s, and costs.

Colliers Refusing to Work with Unlocked Lamps.—At the Wakefield Petry Sessions, before Col. Smyth, M.P., William Fearnly and James Metcalf were
charged with having violated a contract entered into with Messrs. Milnes, Stansfield, and
Co., Flockton, by leaving their employment without giving a month's notice. The reason given by the defendants for leaving was that they had been supplied with unlocked
lamps, contrary to the rules of the colliery, whereby their lives had been endangered. The
magistrates held this to be sufficient ground for refusing to work, and dismissed the case.

RAILWAY TRAFFIC.—The Traffic Returns of Railways in the United Kingdom for the week ending Sept. 25 amounted to 502,7204., and for the corresponding week of 1857 to 513,4504., showing a decrease of 10,6104. The gross receipts of the eight railways having their termini in the metropolis amounted for the week ending as above to 209,4844., and for corresponding week of 1857 to 214,5714., showing an increase of 50874. The decrease on the Great Northern amounted to 1291; on the London and North-Western to 74571; on the London and Blackwall to 261; and on the London, Brighton, and South Coast to 2191; together, 78111. But from this must be deducted 1081, the increase on the Eastern Counties; 8144, on the Great Western; 7734, on the London and South-Western; and 10291, on the South-Eastern—together, 27294; leaving the decrease, as above, 50574.

The receipts on the other lines in the United Kingdom amounted to 293,2361, and for the corresponding week of last year to 298,7591, showing a decrease of 55231, in the receipts of those lines, which, deducted from the increase on the metropolitan lines, leaves the total decrease 10.3104, as compared with the corresponding week of 1857.

RALLWAY CALLS.—The amount falling due in Oxyloge is 555,0074.

RAILWAY CALLS.—The amount falling due in October is 555,8671.—aking the total for the year 10,971,9681.

WATERFORD AND LIMEBICK RAILWAY.—We understand Mr. Thomas Ainsworth, jun., of Biackburn, secretary to the Biackburn Railway Company up to the time of its amalgamation with the Lancashire and Yorkshire and East Lancashire Companies, has been appointed secretary of the Waterford and Limerick Railway. Six of the directors voted for Mr. Ainsworth, and five for Mr. M. J. O'Grady, of Dublin; but a question has been raised as to the legality of the election. The appointment was advertised, and there were 65 candidates.

and there were to candidates.

KENT RAILWAYS.—The surveyors of the South-Eastern Company have been employed during the past mouth in the neighbourhood of Ightham, correcting former surveys of the line proposed for cutting off the Reigate angle, now about to be actively projecuted by the company, to meet the competition of the East Sent for the direct lower traffic. The object is one of such obvious necessity that no doubt is entertained of the South-Lastern shareholders sanctioning an application to Parliament for the object, and an issue of new shares for the capital required.

PORTPATRICK RAILWAY-CONTRACT FOR RAILS

The DIRECTORS are PREPARED to RECEIVE TEXDERS for the SUPPLY of FIVE THOUSAND TONS OF RAILS, delivered, free of expense, to the railway company at different ports and piaces on the coasts of Kirkeudbrightshire and Wigtonshire. Specifications may be obtained, on application, from Messrs. B. and E. Baffu, engineers, Edinburgh, on and after Thursday, the 7th day of October. Scaled tenders must be delivered not later than Monday, the 25th day of October, addressed to the engineers as above, and endorsed, "Tenders for Rails." The directors do not bind themselves to accept the lowest or any tender.—Stranzser, September, 1858.

WATERFORD AND LIMERICK RAILWAY COMPANY.

W ATERFORD AND HIMERIUK RAILWAY COMPANY.—
TENDERS FOR COAL AND COKE.—REQUIRED, for the use of this railway, TWO THOUSAND SIX HUNDRED TONS of BEST PORT LLANELLY and
ABERDARE HAND-PICKED STEAM COAL. Also, FOUR HUNDRED TONS of
BEST LQCOMOTIVE COKE, to be delivered into the company's yard at Waterford, at
the rate of 800 tons of coal and 100 tons of coke per month from date of contract. Sealed
tenders to be addressed to the Chairman, Mall, Waterford, up to the 27th inst. The contractors will have to give security for the due performance of the contract.
Waterford, September 16, 1858.

EAD MINE.—A FEW GENTLEMEN about to OPEN a LEAD MINE of more than ordinary promise are DESIROUS of GETT MORE to JOIN THEM. Capital required merely nominal.—Full particu addressing "H. S.," Mining Journal office, 26, Ficet-street, London, E.C.

LEAD MINES.—WANTED, a PARTNER in a proved SILVER-LEAD MINE. The lodes are easily worked, being near surface, and will prove a valuable investment, to pay 20 per cent. on the outlay. About £1000 will be sufficient to carry on the concern with great profit, as the lodes are rich, and the ore has a ready market.—Address, "F. G.," Mining Journal office, 26, Fleet-street, E.C.

DARTNERSHIP.—WANTED, a PARTNER commanding £2000 to £3000, in a COLLIERY producing a FIRST-CLASS HOUSE COAL, of which any quantity can be disposed of in the West of England and Ireland. The colliery is situate only four milee from the shipping port. There is a pit sunk 100 yards deep to the coal, with winding engine, &c., capable of raising over 100 tons per diem. The coal can be worked erey cheaply, and even with the present depressed state of the market a large grafit can be realised. Most satisfactory information in every respect can be given. PRINCIPALS alone will be treated with.—Apply to H. HUXHAM, colliery viewer, Cwm Rhondda, Pont-y-Pridd.

MANAGER OF BLAST I UNIVERSITY OF A VOLUME AND A CASS—STITUTION WANTED.—A YOUNG MAN, who has had 15 years' practical experience in the iron trade, desires a SITUATION to MANAGE, or SUPERINTEND the MANAGE. MENT of, BLAST FURNACES. He is well acquainted with the manufacture of pigs, making plans, and superintending the erection of blast furnaces, and managing them making out yields, costs, and book-keeping, and can be well recommended.—Address. "E. P.," Mining Journal office, 26, Flect-street.

TO MINE PROPRIETORS.—TO LET, the CEFN GWYN

MINE, in the neighbourhood of Aberystwith. A 30 ft. water-wheel, with a st-rate crushers and pumps, now on the mine and in excellent repair, may be from the late lessees, for cash or shares, or partiy in either mode.—For particute to the Rev. Lewis Gilbertson, Jesus College, Oxford.

TO IRONMASTERS.—The ADVERTISER, who has had many years' practical experience, seeks an ENGAGEMENT as FORGE and MILI MANAGER. He is thoroughly conversant with the several processes required in making coke and charcoal iron, sheet-iron and boiler-plates, Canada plates and tin-plates, as well as with the manufacture of bars and rails. Would have no objection to go abroad Highly respectable reference as to ability and character will be given.—Apply to D

TO LAND PROPRIETORS, COLLIERY OWNERS, AND OTHERS, HAVING FIRE-CLAY ON THEIR ESTATES.—The ADVERTISER is in WANT of a SITUATION as MANAGER. He understands the manufacture of sewer tubes, fire-bricks, immps and quagries, and terra cotta work; has a first-rate connection for the sale of such goods in London, Liverpool, and Manchester, also in the countess of Kent, Surrey, Sussex, Essex, Suffolk, Norfolk, and Cambridgeshire. He would prefer a new works, or would undertake to erect a new works, and manufacture and sell on commission or-salary. Can give good testimonials, &c.—Address, "W.W.," care of Mr. A. Flack, King's Arms Tavern, Aldersgate, City, London.

MINERAL PROPERTY, SOUTH WALES,—TO BE LET, SEVERAL LEAD LODES on the FARM of GWNDWN MAWR, in the parish of Treleach-ar-Bettws, in the county of Carmarthen. Some of these lodes are now producing lead in considerable quantities, on another portion of the said farm.—Apply to Mr. Bax. Jones, land agent, Journal office, Carmarthen.

MINERALOGY.—KING'S COLLEGE, LONDON.—
PROFESSOR TENNANT, F.G.S., will commence a COURSE of LECTURES of MINERALOGY, with a view to facilitate the study of Goology, and of the application of Mineral substances in the Arts. The lectures will be illustrated by an extensive collection of specimens, and will begin on Friday morning, Oct. 8, at Nine o'clock. The will be continued on each succeeding Wednesday and Friday, at the same hour. F. £2 2s.

R. W. JELF, D.D., Principal.

COPPER HALVANS.—WANTED TO PURCHASE, a LARGE

QUANTITY of COPPER HALVANS, those containing much quartz pref-Direct to "J. H.," 5, Dale-street, Liverpool, stating percentage and price, f.o.b.

ANAGER OF BLAST FURNACES-SITUATION

Ocr. 2

TEAM

HE BRI

INDIA AND CHINA, BY BRITISH COLUMBIA AND CANADA.

THE ATLANTIC AND PACIFIC JUNCTION RAILWAY AND LAND
CAPITAL, 48,00,000, in 240,000 shares of £25 each.—A deposit of 2s. 6d. to be paid on
application, with a further payment of 2s. 6d. per share on allotment.
The plan of this company holds out the unusual advantage that the subscribed capital
will be secured on land colonised by free emigration, and by labourers brought to the
spot, at the charge of the company, during the making of the railway.
For the purpose of perfecting, at the earliest possible time, acommunication by railway
between the Atlantic and Pacific, and the opening of a direct, and really overland route
with the East, the lines of this company will, in the first instance, be laid down in connection with those existing railways in Canada and the United States, which tend from
the Atlantic scaboard towards the Pracific, so that, by associating with those and extending them, the company may, in the shortest time, complete the chain from Canada to
British Columbia.

A main branch line will be afterwards thrown out, by means of which a complete se-

British Columbia.

A main branch line will be afterwards thrown out, by means of which a comprise of communication will be attained, commencing and ending in the British

sions as one alone.

Arrangements will be made with the Governments of Great Britain and Canada,
Arrangements will be made with the Governments of Great Britain and Canada,
the Hadson's Bay Company, for the concession of 15 miles on each side of the line.
great continuous block of land will be the property of the company, will be brought
emitivation by free emigrants and labourers, and will be located and leased for the be

of the shareholders.

Prospectuses with full particulars are in preparation. In the meantime all communications and applications for shares may be addressed to Messrs. Tucker, Greville, and Tucker, solicitors to the company, 28, 8t. Swithin's-lane, E.C.

CAPE TOWN RAILWAY AND DOCK COMPANY. Incorporated by special Act of Parliament, 18 Vic., session 1835. At the half-yearly general meeting, held this day, at the company's offices, No. 261, Gresham-house, Old Broad-streef, in the City of London,

At the half-yearly general meeting, held this day, at the company's offices, No. 261, Gresham-house, Old Broad-street, in the City of London,
HARRISON WATSON, Esq., in the chair,
After the advertisement calling the meeting and the report of the directors had been read, It was proposed by the Chairman, seconded by the Manading Directors, and carried unanimously:—
That the report now read be received, and the recommendations therein contained with respect to the preliminary and management expenses be adopted.
It was proposed by John Robert Thomson, Esq., seconded by Alexander Macdonald, It was proposed by John Robert Thomson, Esq., seconded by Alexander Macdonald, The resolution of the board of directors, held October 27, 1853, recommending the appropriation of 200 paid-up shares to Captain Raymond, to be issued in such manner as the shareholders may determine, having been put by the Chairman, and seconded by R. Boeradalks, Esq.,
The following amendment was proposed by Janus Thompson, Esq., seconded by M. Shield, Esq., and carried unanimously:—
That, in the opinion of the shareholders, the sum of £1000 is an ample remuneration to Capt. Walter Raymond as promoter of the company, as the shareholders consider that the success of the company is entirely owing to the energy of the present directors, and that this sum be paid to Captain Raymond by the directors, at such time and in such manner as they think fit; but all legal proceedings must be withdrawn before any payment can be made.

It was proposed by Capt. Nutting, seconded by S. Bevant, Esq., and carried unanimously:—

nade.

Oposed by Capt. NUTTING, seconded by S. BRYANT, Esq., and carried

That this meeting congratulates the directors on the success that has attended the exertions, and offers them, and especially the managing director, its best thanks for the energy and perseverance by which it has been obtained.

HARRISON WATSON, Chairman.

261, Gresham-house, Old Broad-street, London, September 30, 1858.

261, Gresham-house, Old Broad-street, London, September 30, 1858.

CAPE TOWN RAILWAY AND DOCK COMPANY.

Incorporated by special Act of Parliament, 18 Vic., session 1855.

FIRST CALL, OF £1 188. PER SHARE.

NOTICE IS HEREBY GIVEN, that the Directors of the Cape Town Railway and Dock Company have, by a resolution of the Board, made a CALL of ONE POUND EIGHTEEN SHILLINGS ON EACH SHARE of £20, and that the same must be paid to the bankers of the company, the City Bank, Threadmeadle-street, London, on or before the 23d inst.

Shareholders who shall neglect to pay the cell now made on or before the 23d inst., will be charged interest at the rate of £6 per cent. per annum, and will incur a loss of interest at the same rate for the period intervening between the 23d inst. and the date when such call may be paid.

Interest at the rate of £6 per cent. per annum will accrue upon the above call from the date of payment to the company's bankers.

Payments in fail—that is, £20 per share—will be permitted to be made by share-holders to the extent of one-fourth of their shares, on giving notice to the managing director, on or before the 18th inst.

261, Gresham-house, Old Broad-street, London, October 1, 1858.

THE INTERCOLONIAL ROYAL MAIL STEAM PACKET
COMPANY (LIMITED).
Capital \$212,000, in 12,500 shares of \$2.0 each.
DIRECTORS.
The Hon. ROBERT FULKE GREVILLE, Castle Hall, Milford, South Wales, Chairman.
Bear-Admirst the Right Hon. Lord GEORGE PAULET, C.B.
2. C. PEARSON, Esq., Hull and London.
THOMAS CAVE, Esq., 52, Threadneedle-street.
JAMES COLEMAN, Esq., 34, Great St. Helen's.
EDWARD DANNATT, Esq., Hull.
JAMES COLEMAN, Esq., 54, Great St. Helen's.
GEORGE ELLISON, Esq., Hull.
JOHN DALTON DANNATT, Esq., Redbourne, Lincoinshire.
GEORGE ELLISON, Esq., Hull.
JOHN DALTON DANNATT, Esq., Redbourne, Lincoinshire.
GEORGE ELMSON, Esq., Hull.
JOHN DALTON DANNATT, Esq., the Bower, Maidstone.
Directors' auditor, John Loft, Esq., (director of the Hull and Selby Railway.
Shareholders' auditor to be appointed out of the shareholders at their first general meeting.
BANERS—Messay. Sapte, Enabury, Niz, Mathleson, and Co., 77, Lombard-street.
SOLICTION—C. S. Todd. Esq., Hull.
BROKER—Thomas Dyer, Esq., 6, Bank Chambers, Lothbury.
MANAGINO DIRECTOR—Z. C. Pearson, Esq.

OFFICES, 41, MOORGATE—STREET, LONDON, & RUSSIA CHAMBERS, HULL.

OFFICES, 41, MOORGATE-STREET, LONDON, & RUSSIA CHAMBERS, HULL

MANAGINO DIRECTOR—Z. C. Pearson, Esq.

OFFICES, 41, MOORGATE-STREET, LONDON, & RUSSIA CHAMBERS, HULL.

This company has been formed to acquire and work out the valuable contract entered into by Messrs. Pearson, Coleman, and Co., with the Loris of the Admiralty, for an exclusive monthly mail service between Sydney and the principal ports of the colony of New Zealand for a term of 10 years, and for the further object of meeting the requirements of the increasing trade between Australias, New Zealand, and this country.

A printed copy of the contract may be inspected at the company's offices, by which it will be seen that the conditions are fair and equitable, and hold out a highly remunerative prospect to the contractors.

In consideration of four efficient steam-vessels being furnished, to be inspected and approved of by the Admiralty previous to their departure from England, Her Majesty's Government has granted a subsidy of £24,000 a year for the first four years of the contract, and £22,000 a year for the remaining six years of the term, and additional mileage is granted at the original contract price—His. per mile for all extra distances.

The steamers are at liberty to carry passengers and cargo in addition to the mails. The distance from Sydney to Nelson is 1080 miles, and on the branch line from Nelson to Wellington, Auckland, Canterbury, New Plymouth, and Otago, is, on the whole, 727 miles, to perform which seven days are allowed each way on the main line, and six days on the branch line.

The contractors, though bound to use all diligence to perform the voyages within the greed time, have only accepted this contract on condition that the system of fining for non-punctual performance, which has been so detrimental to some subsidised companies, Morally of the proposed the subsidised companies, and some subsidised companies,

by the company.

The Lord Ashley, Lord Worsley, and the Prince Alfred have already sailed for New
Zealand, with full cargoes and complements of passengers, and the Airedale will be
dispatched in October.

The payment of the subsidy commences with the departure of the first vessel with the

mail on board.

In addition to the income derivable from the Government subsidy, the steamers will obtain a portion of the existing trade between New Zesland and Australia, and also of the New Zesland coasting trade. From the estimates annexed to the prospectus, which have been very carefully made up and revised by most competent authorities, there is no doubt a large income will be derived from this source.

The nett annual earnings, on half cargoes only, are thus estimated:—

For the main line

£17,272

For the branch line

9,901

Total

Deduct for none management and expenses, say ... 2,273

And a profit of more than 20 per cent. remains for divident to shareholders.

It is proposed to raise a capital of £125,000, in 12,500 shares of £10 each; £5 to be paid one month after allowers, and further sums as may be required; but no call shall be made at an interval of less than three months after the first payment. Messrs. Pearson

be made at an interval of less than three months after the first payment. Messrs, Pearson, Coleman, and Co. subscribe for £40,0600 of the capital, on precisely the same terms as the remainder is offered to the public.

A proposition has been submitted to the directors to extend the service from monthly to bi-monthly sailings; as also to undertake, upon equally advantageous terms, nearly the whole of the intercolonial mail service for the Australian continent. The negociations for these extentions, when more fully developed, will be submitted to the shareholders for their consideration.

Applications for shares must be made either at the company's offices, 41, Moorgatestreet, or Russia-chambers, Hull, or to the broker, Tuos, Dyrk, Esq., 6, Bank-chambers, Lothbury, on the accompanying form; and no application will be considered unless a deposit of 5s. on each share applied for be previously paid to the Company's bankers.

The deposit will be returned if the application is acceded to.

FORM OF APPLICATION FOR SHARES.

GENTLEMEN,—I have this day paid into Messrs. Sapte, Banbury, Niz, Mathieson, and Co., to your credit, the sum of £, being a deposit of 5s, per share on shares in the above company, and I request you to allot me that number of shares, which I hereby agree to accept, or any less number you may be pleased to allot me.

Same.

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX, AND CHEMICAL WORKS, NEAR STOKE-UPON-TRENT, STAFFORDSHIRE.

JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER.

Reference.—Processor Millot, King's College, London.

STEAM ENGINES AND BOILERS OF ALL CLASSES, and for MINING, MANUFACTURING, or OTHER PURPOSES, TOOLS, MACHINERY, RAILWAY, and OTHER PLANT, NEW OR SECOND-HAND, may be had on the shortest notice, on application to Mr. Wheatler Kirk, Cross-street, Manchester. N.B.—See his Weekly Circular, which may be had by post for one stamp. FOR SALE, OR HIRE, TWO 12-in. WINDING and PUMPING ENGINES, ONE 9-in. PUMPING ENGINE, on strong wood frames for portability. BOILER with fittings, 4 tons (nearly new). Also, a 20 fms. 7-in. DRAWING LIFT complete, at 6s. 3d. per cwt.—Apply to J. S. Phillips, Engineer, &c., Marazion.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with 10 tons boiler, nearly new, in excellent condition, and drawing machine attached as this engine is very superior in make and condition, parties requiring one will do we to examine it.—Apply to Mr. C. Wescoin, 21, Southernhay, Exeter. TO BE SOLD, BY PRIVATE TREATY, THE UNEXPIRED

TERM of LEASE of certain extensive and valuable LEAD MINES, situated between the town of Newtownards and Bangor, in the county of Down, Ireland, and called the NEWTOWNARDS MINES; together with the MACHINERY, TOOLS, IMPLEMENTS, STORES, and MATERIALS, thereto belonging; including FIVE STEAMENGINES, EXCELLENT CRUSHING MILLS, and every requisite convenience for carrying on an extensive business. These mines have aircady yielded in profit £55,000 and upwards, and are still working at a profit. It is now requisite to open out new ground, of which there is a large extent unexplored; from the nature of the Deed of Association, the directors are unable to make calls upon the shareholders, and it has been determined to dispose of the mine.

ociation, the directors are unable to make calls upon the shareholders, and it has been determined to dispose of the mine.

The LEASE, which comprises the whole townland of White Spots, is held for the life of a healthy young man, 19 years of age, together with an unexpired term of six years from the lat November last. The works are conveniently situated within a few miles from the port of Bangor, where the mining company have a store.

A few spirited adventurers, willing to embark a moderate capital, will find this a most favourable opportunity, offering fair and reasonable prospects of success.

Terms and particulars may be known upon application to W. Beckwith, Eq., Douglas, Isle of Man; or Mr. H. B. Noele, Secretary of the Newtownards Mining Company Douglas.—April 7, 1858.

TO LET, the COAL, IRONSTONE, and FIRE-CLAY, under lands in the GWENDRAETH VALLEY, SOUTH WALES, belonging to Lieut.-Colonel S. Cowell Stepney, consisting of SEVENTEEN SEAMS OF COAL, varying in hickness from 2 to 9 ft., numerous SEAMS of IRONSTONE, with ONE SEAM of BLACKBAND, about 16 in. thick.

The Gwendraeth Canal passes through the property, and leads to the South Wales Railway, as well as to the ports of Kidwelly and Pembrey; the latter port being about eight miles distant, and having a floating dock capable of accommodating vessels of 500 tons and upwards.—For further particulars and to "reat, apply to CHARLES BERKELEY, Eag., assisting 52, Lincoln's Inn. dields. London: of Within Boarn For particulars.

tons and upwards.—For further particulars and to "reat, apply to Charles Berge Eq., solicitor, \$2, Lincoin's Inn-fields, London; or Wilkiam Rosser, Esq., mi engineer, Lianelly, South Wales.

TO BE LET ON LEASE, for a term of years, the WHOLE of the UNWORKED COAL under about 250 acres of the BELPER LAWN ESTATE, near Belper, in the county of Derby. The coal lies at an easy depth from the surface, varying from ten to forty-five yards, and may, therefore, be worked without a large

warying from ten to forty-five yarus, and may, warying from ten to forty-five yarus, and the populous district surrounding, and the populous district surrounding. The immediate vicinity of the town of Belper, and the populous district surrounding, offer great facilities for disposing of the coal by land sale, and it is held in high estimation for the manufacturing and other purposes in the district. The seam of coal averages a thickness of about 4 ft.

The seam of coal averages at the first information may be obtained on application to Messrs. Woodhouse and Jespecce, civil and mining engineers, Midland-road, Derby.

TO BE LET, OR SOLD, the valuable ESTATE of TIRMOB TO BE LET, OR SOLD, the valuable ESTATE of TIRMOB wonderful discovery of hematite iron is open from the surface as a quarry, now 30 feet deep and no sign of the bottom yet. Under the same estate lie FIVE BEDS OF COAL, varying in thickness from 2 ft. 6 in. to 9 ft.; it is a first-rate house coal, and superior for blast-furnaces and forge coal. A superior FIRE-CLAY is under the said estate, also a QUARRY of FLAG and PAVING STONE. The property lies within fifteen miles of Ely Tidal Harbour or Cardiff Docks, close to the Marquis of Bute's intended railway, and about one and a half mile from Pont-y-pridd station. A beautiful MANSION is on the estate, situated on the brow of a hill, in a very delightful country.

An engineer's report of both coal and fromstone, with map of estate, can be seen with Mr. John Flagers, Froghail Works, on the Churnett Valley Railway, near Cheadle Statiovakire.

In the Court of the Vice-Warden of the Stannaries of Cornwall.

DURSUANT to TWO several ORDERS, or DECREES, made in the Causes of—TONKIN AND OTHERS v. HOOPER.

RICHARDS AND OTHERS v. SAME.

The CREDITORS in respect of WHEAL THOMAS MINE, in the parish of Perrangabulos, within the said Stannaries, are, on or before the 15th day of October next, to COME IN and PROVE THEIR DEBTS before the Registrar of the said Court, at his office in Truro, or in DEFAULT thereof they will be PEREMPTORILY EXCLUDED the benefit of the said two several Decrees.

Dated Registrar's Office, Truro, the 29th day of September, 1858.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the consolidated Causes of TONKIN AND OTHERS V. HOOPER, RICHARDS AND OTHERS V. SAME.

RICHARDS AND OTHERS v. SAME.

NOTICE IS HEREBY GIVEN, that, pursuant to two several ORDERS, or DECREES, made in the above-mentioned Causes, and hearing date respectively the 11th day of August, 1858, a PUBLIC AUCTION WILL BE HOLDES at WHEAL THOMAS MINE, in the parish of Perranzabulce, within the said Stammarles, on Friday, the 18th day of October next, for SELLING, either together or in Lots, the MINING MACHINERY and OTHER EFFECTS at or upon the said MINE and belonging thereto, or to the adventurers therein in respect thereof.

For viewing the same, application may be made to Mr. Bowden, the officer of the Court in possession on the mine; and for further particulars to Messrs. Hodge and Hockin, plaintiff's solicitor, Truro.

Dated Registrar's Office, Truro, September 29, 1858.

Dated Registrar's Office, Truro, September 29, 1838.

SALE OF NEW AND VALUABLE HIGH-PRESSURE HORIZONTAL STEAM-ENGINES.

TO CORNISH AND OTHER MINERS, MANUFACTURERS, CONTRACTORS, EXPORTERS, AND OTHERS.

MESSRS. PAGE AND CAMERON have received instructions to SELL, By AUCTION, at No. 15 Warehouse, Commercial Docks, Rotherhiths, London, on Thursday, Oct., 7, at Twelve for One Oclock, in Lots, a truly valuable lot of new HIGH-PRESSURE and HORIZONTAL STEAM-ENGINES, by first-class makers, direct from the workshops of the proprietors, comprising—ONE of 50 horse power, 24 in. bore of cylinder, with equilibrium valves. TWO of 38 horse power, 10 in. bore of cylinder, with squilibrium valves. TWO of 28 horse power, 16 in. bore of cylinder, with slide valve.
ONE of 24 horse power, 16 in. bore of cylinder, with slide valve.
TWO of 14 horse power, 17 in. bore of cylinder, with slide valve.
And ONE of 10 horse power, 10 in. bore of cylinder, with slide valve.
The whole of the engines are bright, mounted on strong massive foundation plais, fitted with the best wrought scrap iron shafts and cross heads, and although specially made for mining purposes are equally well adapted for manufacturing or any other purpose to which an engine may be applied.

May be viewed on and after the 25th September, and any further information, and catalogues, had of Messrs, Page and Cameron, suctioneers and surveyors, 64, Old Broadstreet, London, E.C., and St. Alban's, Herts.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.

—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles, is OPEN to TREAT with manufacturers having works at present in operatian, or capitalists about to erect the same, in any pair of England or abroad. Highly respectable reference as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cümberland-row, Newcastle-on-Tyne.

* GLOUCESTERSHIRE.

TO CAPITALISTS, PUBLIC COMPANIES, UOAL MERCHANTS, AND OTHERS.
VALUABLE AND MOST IMPORTANT COLLEGES AND MINERAL
PROPERTIES, SITUATE IN THE PARISHES OF EAST DEAN AND WEST DEAN.

PROPERTIES, SITUATE IN THE PARISHES OF EAST DEAN ASD WEST DEAN.

MESSRS. ENGALL AND SANDERS beg to announce that they have been favoured with instructions from the mortgagess, under an abolute power of sale, to arrange for PUBLIC COMPETITION, on Tuesday, the 12th day of October, 1898, at the Commercial Sale Room, Corn-street, Bristol, at One o'clock precisely. Lot I.—All those very excellent gales of coal, respectively known as—"THE LYDBROOK DEEP LEVEL," "BIRCHEN GROVE," AND "THE LYDBROOK DEEP LEVEL," "BIRCHEN GROVE," AND "THE PLUDS" COLLIERIES, Containing together 340 acres, all most eligibly situate near Lydbrook and Ruardean, the most populous and thriving locality in the Forest of Dean. These properties, which adjoin each other, are crossed by the Severn and Wye tramway, which connects them with the River Wye navigation and Bullo Pill branch of the South Wales Railway at Churchway. The Hereford, Ross, and Monmouth turopike road is within a short distance; and the iron, wire, and the plate works at Lydbrook are in the immediate tocilaty. The whole can be worked by means of levels, and contain the celebratest COLEFORD HILL DELF VEIN OF COAL, and other seams, which is estimated to yield TWO AND A QUARTER MILLION TONS OF COAL.

LOT 2.—All that most important and valuable coal property, known as—
THE EMPEROR COLLIERY.

Containing a surface area of 356 acres. The Forest of Dean Central Railway passes in close proximity to the south-west boundary, and the other side of the property is adjacent to Bullo Pill branch of the South Wales Railway.

LOT 3.—That very valuable gale of coal, known as—
THE EXTENSION COLLIERY. TO ENGINEERS AND OTHERS.—FOR SALE, BY PRIVATE CONTRACT, the whole of an ENGINEER'S PLANT, in good condition, in Newcastle-on-Tyme. Any person with a small capital would find this a favourable opportunity of beginning business.—Apply to Messrs. M. Wileaters and Co., iron merchants; or Mr. George Heron, engineer, Newcastle-on-Tyne.—Gateshead, Sept. 17, 1253.

jacent to Bullo Pill branch of the South Waies Railway.

Lot 3.—That very valuable gale of coal, known as—

THE EXTENSION COLLIERY,

Containing 190 acres, and ONE MILLION TONS OF COAL, eligibly situate at Cinderford Bridge station. These gales are held under trifting steeping rents from the Crown, or royalties of 1d. or 1½d. per ton of coals. They contain an aggregate area of 80 acre, and on the moderate computation will yield SIX MILLION TONS OF COAL.

Particulars, with plans and conditions of sale, may be had on application at the Ball Hotel, Gloucester; Victoria, Newnham; Additional Counties Heraldoffice, Birmingham;

Mercury office, Liverpool; at the place of sale; of Mesars, Minemath and Sanding, selicitors, Bromagrove; or at the offices of Mesars. Exoalt and Randings, auctioners, valuers, estate and house agents, surveyors, &c., No. 98, High-street, Cheltenham.

MR. RICHARD MICHELL WILL SELL, BY AUCTION, on Wednesday, the 13th day of October next, at TRESAVEAN MINE, in the parish of Gwennap, the undermentioned MINE MATERIALS:—ONE 36-in, cylinder ENGINE, with 10 tons bolter. ONE 26 in, oNE 27 in, and TWO 29 in, cylinder ENGINES, with boilers, and while cages for drawing. Also four boilers, about 11 tons each.

ONE 40 ft., ONE 30 ft., ONE 18 ft., and ONE 15 ft. WATER-WHEELS, with stamps attached.

amps attached.

ONE 28 ft. WATER-WHEEL, and sawing machine attached.

ONE 28 ft. WATER-WHEEL, and sawing machine attached.

Three cast-iron balance-bobs and capstans, shears and ropes of various sizes;

2 and 13 in. pumps, H and top deorpieces; clack deorpieces, pinnger-pole, &c., to

large quantity of red-plates, staples and glands, with a large assortment of v

nd cast-iron; flat and round ropes and junk; 30 cwts, of old brass, with a great

useful materials; timber, wood shels, &c.; several tons of railroad iron.

Dated, Tresavean Mine, September 29, 1868.

TO RAILWAY COMPANIES AND CONTRACTORS, IRON AND COALMASTERS AND OTHERS.
NOTICE OF SALE OF FIFTY RAILWAY COAL AND STONE WAGONS

M ESSRS. RODERICK AND SON WILL SELL, BY AUCTION, as the Soho Carriage Works, Soho, near Birmingham, at an early date (to be named in future advertisements) FIFTY RAILWAY COAL AND STONE WAGOSS, built to carry 6 tons each, by Messrs. Adams and Company, of the Midland Works, Birmingham.—Further particulars will appear in future advertisements, and may be had in the mean time of the auctioneers, Birmingham.

EXTENSIVE IRON-WORKS IN SCOTLAND FOR SALE. UPSET PRICE FURTHER REDUCED TO £20,0

THERE WILL BE EXPOSED TO PUBLIC SALE, THERE WILL BE EXPOSED TO PUBLIC SALE, within the Faculty Hall. St. George's-place, Glasgow, on Wednesday, the 20th day of Oct, 1858, at Two o'clock afternoon, the extensive and valuable IRON-WORKS, known farmeriy as the Nithsdale from-Works, and now as the NEW CUMNOCK IRON-WORKS, situated in Ayrshire, and within two miles of the New Cumnock atation of the Glasgw and South-Western Railway, with which they are connected by a branch line, and ossisting of THREE BLAST FUNNACES, lately ersected, upon the most improved principles: TWO BLOWING ENGINES, condensing and working expansively, with steam cylinders 45 in, diameter, and blowing cylinders 100 in, diameter, 9 ft. stroke, capable of blowing seven furnaces; and the requisite other PLANT and MACHINERY for carrying on the works on a large scale; and with WORKSHOPS, a FOUNDRY, COENTING HOUSES, &c.

HOUSES, &c.

The furnaces and all the buildings are erected on feued ground, of which there are about

HOUSES, &c.

The furnaces and all the buildings are erected on feued ground, of which there are along the furnaces are all the buildings are erected on feued ground, of which there are along the furnaces are all the works, and it is thought that leanes of these could be arranged with the proprietors on favourable terms for a purchaser. The Glasgow and South-Western Railway affords ready and cheap means of transit to the various shipping ports in the Firth of Clyde, as well as to Glasgow on the north, and Eugland on the south. Immediate entry can be given.

For further particulars, apply to the liquidators of the Western Bank of Scotland, Glasgow; a Hamilton Rose, writer in Cumnock, Ayrshire; Walter Mackensit, accountant in Glasgow; J. Allan, writer, Glasgow;; or to Bannatynes and Kirkwood, writers, Glasgow; in whose hands are the title deeds and articles of roup. Wh. MCRAS, residing at the Bank Cottages, near the works, will show the works.

NEW ZEALAND. FOR SALE, BY PRIVATE CONTRACT,
THE 18LAND OF KAWAU,
Affording an opportunity to the monied speculator rarely met with.
Kawau, which contains about 5000 acres, is of freehold tenure, and attnated on the east const of the Northern Island of New Zealand. It is distant some 30 miles to the north-

rincipal leading points for vessels entering the Houraki Gui, or Frith of the Thames.

The strait between it and the main land affords safe anchorage and favourable navigation for beats and small vessels, and the extensive natural harbour of Bon Accord, which was about two miles into the centre of the island, is of sufficient depth and safety to helter a considerable fleet of vessels.

shelter a considerable fleet of vessels.

The island contains copper, and mining was formerly carried on to a considerable extent.

There are numerous bays and injets in the island, surrounded with luxuriant vegetation, supporting a large number of wild and tame cattle.

Further particulars may be had, and offers in writing will be received, at the offers of the North British Australasian Company (Limited), to whom the property belongs.

A royalty will be reserved on all minerals which may be found on the property.

By order, DAVID BUDGE, Sec.

IRON-WORKS NEAR GLASGOW FOR SALE.

TOR SALE, the GARTNESS MALLEABLE IRON-WORKS, in the vicinity of the town of Airdrie, county of Lanark, capable of turning out 10 to 180 tons of malleable iron weekly. Also, TWENTY ACRES OF LAND contiguous, in a high state of cultivation; and THREE FORGES, capable of turning out torgings onese of 10 to 12 tons weight, and under, all as particularly described in former advertisements. These works, which the proprietors are parting with as they intend to osceritate their business for the future at their other works, it Calderbank and Chapchalar are situated in a good locality for obtaining the necessary supplies of iron and coal on the very bust terms, and for sending the finished goods to market; and the machinery is in the best working order. were best working order.

For further particulars, apply to the Monkland Ison and Stell Contant, No. 169, Wass George-street, Glasgow.

TEAM BOILER ASSURANCE COMPANY.

Provisionally registered, persuant to 7 and 8 Vic., c. 110.

Quital £100,000, in 10,000 shares of £10 cach. Deposit Is. per share.

Quital resented call is £2 per share—vix. £1 on allotmont, and the further £1, if required, within twelve months.

And the liability of the shareholders will be limited by the policies.

Patronss.

The Most Noble the MARQUIS OF HARTINGTON.

JAMES ASPINALL TURNER, Esq., M.P.

THOMAS BAZLEY, Esq., Manchester.

W. CUNLIFFE BROOKS, Esq., Banker, Manchester.

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(Selected from the general committee of management.)

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BURSER—F. A. Synney, Esq., Queen's Chambers, Manchester.

Manchester.

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Signay has been established to extend the benefits of insunance operations, and
a recognised want of an important section of the community.

against want of an important section of the community.

By there have existed for two or three years local societies in Manchester and
field working ostensibly for the "prevention of steam-boiler explosions," it has
fall that inspection without responsibility is a grave mistake, which the formalist society will necessarily correct, whilst the extended area of operation will
in include the cost of insurance, with efficient inspection, in a rate scarcely extension of the present charge for the latter only.

in society will necessarily correct, whilst the extended area of operation will in localula the cost of insurance, with efficient inspection, in a rate scarcely extended area of operation will in localula the cost of insurance, with efficient inspection, in a rate scarcely extended present charge for the latter only.

It is seen and poximity of risks as in fire insurance, with the additional advantage of supervision of risks as will tend to render them atmost nominal, must necessarily specificars well, assuming their tables of rates to be calculated correctly, and a special control of the second of the secon

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FORM OF APPLICATION FOR SHARES.
To the Provisional Directors of the Steam Boiler Assurance Company.
TREES—I request you will allot me shares in the Steam Boiler Assurance gyand Incepts agree to accept the same, or any less number that may be allotted [enclose the required deposit of 1s, per share thereon, and gree to pay the laining the steam of the steam of the state of the stat

PROSPECTUS OF

E BRINSLEY HALL COLLIERY COMPANY (LIMITED)

E BRINSLEY HALL COLLIERY COMPANY (LIMITER)
Completely registered.
Completely registered.
Completely registered.
Completely registered.
Deposit, £2 10s. per share.
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MAS JOREPH FERRY, Esq., Highfields Front-Works, near Bliston, Staffordshire.
MAS JOREPH FERRY, Esq., Highfields Front-Works, near Bliston, Staffordshire.
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SEMINIAL AND MANAGER—Mr. John Shaw, College-place, Derby.
TEMPORARY OFFICE,—No. 2, COLLEGE-PLACE, DERBY.
SCHARM FORMER OF PUTONE OF Working and getting coal or other miner

EMPORARY OFFICE,—No. 2, COLDINAR-TRACE, DEAD I.

any is formed for the purpose of working and getting coal or other minerals,
in which the business is intended to be carried on 1s the Brinsley estate, in
Grealey, in the county of Nottingham, which is well situated in the farof the Erewash, and lies contiguous to, and has a communication by means
salready made with, the Erewash Valley Railway and the Cromford chand,
ion is most convenient for bringing the minerals into the market, both by
i. The vend by rail is almost unlimited, the Erewash Valley branch being
connection with the main trank lines of the Midland and Great Northern

also in close neighbourhood several large iron-works, the number

n are yearly increasing.

comprises about 400 acres, and is held under leases from the Earl of Mex

e trastes of Mr. James Christopher Royston and Mr. Christopher Royston

of the respective leases are fair and reasonable, and the reserved and mini

end with.

its at a convenient depth, and may be easily worked; and the coal is of
ty, both for house and furnace purposes.
have been commenced, and shafts have been partly sunk, and in a very
tils a little further outlay, the upper beds of coal may be got, and the businavily a rowing.

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since in the output, the upper bests of coal may be got, and the busidish a profit.

The influent firms of mining engineers in the Midland Counties have (withthe proposed association) fully examined and reported upon the underreport is of the most satisfactory character.

In the £25,000, divided into 2500 shares of £10 euch, upon which a deer share shall be paid on the acceptance of the letters of allotment,
ken to increase the capital to £30,000, with the assent of two-thirds in
e of the proprietors specially convends.

Somatigated within the provisions of the Limited Liability Acts.

Somatigated within the provisions of the undertaking be carried out on
mensurate with the value and extent of the minerals in lease, a large
lised upon the capital employed.

That the works will be completed, and the mines fully developed, in
secommencement. The calls in respect of the sharps will extend over
region intervals.

from the commencement. The calls in respect of the small property of the state of t

or wanners.

Allons for shares to be addressed to the provisional directors, at the temporary (the company, No. 2, College-place, Derby, in the accompanying form. the Provisional directors of the Brinsley Hall Colliery Company (Limited).

wisional directors of the Brinsley Hall Colliery Company (Limited).

"Having paid into the hands of the Derby and Derbyshire Banking Comiers named in your prospectus, \$\mathscr{L}\$ to your credit, I request you will
shares of £10 each in the above-named company, and I hereby agree to
sizes, or any less number that may be allotted to me, and to jay the calls
appointed times, and to execute the necessary deels when required to do so.
I am, Gentlemen, your obedient servant,
Name (in full)

Profession or occupation.

ines (if any)

Date

Y MINING COMPANY (LIMITED).
Capital £17,000, in 17,000 ahares of £1 each.
To be fully paid upon ailotment.
SECRETARY—Mr. J. D. Brunton.
OFFICES,—40, KING WILLIAM-STREET, E.C.

company is formed to work three contiguous mining setts, known as Alvenny, read Red Hill. The Alvenny sett is known to be of great value, having pro20,000 worth of tin at and above the adit level. It is well known that rich
of tin have gone down below the adit, but as the mine has been worked hitherto
the minings, these leaders could not be followed in consequence of the water. The

at machinery, those leaders could not be followed in consequence of the water. The fit cary and inexpensive, and a a steam-engine of 40-in. cylinder would sink the to a depth of 150 fms. The lode averages 3½ ft. in width, and an adit has been if the steam of the st

we immediate returns. Issue is greatly done, and the mines are init open so as the immediate returns. Issue is granted for the unusually long period of 40 years, at a royalty of 1-15th, doa'n ent of 250 peramum. And for this, and the £15,000 value of work already by the state of the consideration of the state of the company for the consideration of the paid to them, with £6000 of which they undertake to subscribe for and pay 500 sares. Of the remaining 11,000 shares it is proposed to issue only 6000 at 5, as it anticipated that their value will be greatly increased by the success of inse, before the proceeds of the remaining 5000 will be required; and when they not the three controls of the remaining 5000 will be required; and when they say the the proceeds of the remaining 5000 will be required; and when they say the three existing shareholders will have the option of taking them pro rata, operations will be commenced as soon as 3000 shares are subscribed for. Proparties, with reports and forms of application, can be obtained of the secretified effects of the company.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO.
MIDLAND WORKS, BIRMINGHAM.
BEOAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS.

IN STOCK-FOR SALE OR HIRE.

THE RAILWAY CARRIAGE COMPANY, MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.

NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK FOR SALE OR HIRE.

LONDON OFFICES,—24, GREAT GEORGE STREET, WESTMINSTER.

TO RAILWAY WAGON BUILDERS, ENGINEERS, RAILWAY COMPANIES, &c.—The undersigned are prepared to EXECUTE ORDERS for RAILWAY WAGON TYRES, of excellent quality, at a moderate price.—MATHER, LEDWARD, and CO., Iron merchants, Liverpool.

THE BIRMINGHAM WAGON COMPANY (LIMITED) HAS
RAILWAY WAGONS FOR HIRE.
Apply to the Secretary, 3, Newhall-street, Birmingham.

JOHN ROGERSON AND CO., NEWCASTLE-ON-TYNE, AND MIDDLESBRO-ON-TEES.
PIG, BAR, PLATE IRON, CHAINS, ANCHORS, FORGINGS, GIRDERS, PIPES, FOUNDRY WORK.
LONGRIDGE'S WEST HARTLEY STEAM COALS (on the Admiralty List).
COKING, GAS, MOUSE, AND SMITHS' COALS, COKE, FIRE-BRICKS, &c.

JOHN H. PECK, MANUFACTURER OF RAILWAY OIL COVERS, CART AND WAGON COVERS, OIL CLOTH, STACK COVERS, BOAT SHEETS, TARPAULIN, BRATTICE CLOTH, COKE AND CORN SACKS, POTATO BAGS, TWINE, &c., WIGAN. LONDON AGENT.—T. E. WELLER, 16, Duke-street, Adelphi.

MORRIES STIRLING'S PATENT CAST AND MALLEABLE IRON.—The TOUGHENED CAST-IRON, for GIRDERS, SHAFTINGS, ROLLS, PINIONS, RAILWAY WAGON WHEELS, ENGINE CYLINDERS, HYDRAULIC CYLINDERS, and for all purposes where a strong, dense iron is required, CAN BE PROCURED of the following brands?—

DUNDYVAN.
FORTH COMPANY.

RUSSELL'S HALL, &C.

RAILS OF (OR SURFACED WITH) PATENT HARDENED IRON, CAN BE
PARKGATE.

LLOYDS FORTH TO BE TO B

PAREGATE.
LLOYDS, FOSTER, AND CO.
CWM CEUTN AND BLAINA.
HAWKS, CRAWSHAY, AND CO.
MONELAND.

LOSH, WILSON, AND BE EBBW VALE, TREDEGAR, DUNDYVAN.

MONELAND.

For durability, these rails have never been surpassed. They wear out several sets of ordinary rails, and do not laminate.

Full information, and terms for use of patent right, can be obtained of Messrs. Connelland Hore, 3, Princes-street, Westminster; and of Mr. S. Thonnyon, Bradford-street, Birningham. Mr. Thonnyon also receives orders for Mr. Morries Stirling's Patent Iron and Pauls.

CALVERT'S PATENT PROCESS FOR MAKING COKE AND IRON FREE FROM SULPHUR.
For LICENSES to USE the above process, apply to Robert Longdon, Jun., 63, King-

treet, Manchester.
For APPLICATION of the PATENT to GAS WORKS, apply to Mr. George Trickett,

PARTNER WANTED, in a PROFITABLE COLLIERY recently opened, and in FULL WORK, to take an active part in the commercial trinent, and to advance £1000 or £2000, as may be agreed on.

TO BE SOLD, OR LET ON LEASE, FOUR VALUABLE COAL FIELDS, on the celebrated Coleron High Delf Vein, in the Forest of Dean.

TO BE SOLD, OR LET ON LEASE, the valuable MINERALS of ANTHRACITE COAL and IBONSTONE in the ESTATE of BLAEN GARNANT, near Bettwa, Carmarthen. This property adjoins the Lianelly and Liandilo Railway, which communicates with the shipping port of Liannelly.

TO BE LET ON LEASE, the FFORCH DWM COLLIERIES, near Neath, in the county of Glamorgan. The South Wales Mingral Railway, now in the course of construction, passes through this property, and very bear these extensive collieries, which are only four and a half inlies from the shipping port at Britonferry and the South Wales Railway. The coal is bituminous, and the measures contain an excellent vein of ironstone, of superior quality.

NUMEROUS VEINS OF IRONSTONE of superior quality, known as the RHAS VACH and other associate veins of the lower measures in the S Wales coal basin, situated near Ponteberene, in the Gwendreath Valley, Carmarthens

A land-sale ANTHRACITE COLLIERY, near Lanon, Carmarthen

AN EXTENSIVE COAL FIELD, near Llanelly, Glamorgan Apply to Mr. Joshua Richardson, C.E., Neath, South Wales.

EAD FOR EXPORTATION.—PIG-LEAD (hard and soft) SOLD at LOW RATES. The BEST PRICE given for LEAD ASHES, &c., and OLD LEAD.—ROUPELL and Co., Southwark Lead Works, Gravel-inne, London.

MESSRS. R. & J. COUPE, ENGINEERS and IRONFOUNDERS,
MANUFACTURERS of HORIZONTAL HIGH-PRESSURE STEAM-ENGINES, from 10 to 200-horse power; the larger description of engines mounted with their
Hyphovy B COULLISHING SLEEP PISTON VALVE, which has proved itself so eminently adapted
for winding and other engines.

Cleation Final Process. Clayton Foundry, Wigan.

ONDIE'S PATENT STEAM HAMMERS, from 10 cwts. to 7 tons, suitable for jobble forges, puddling forges, and the smith's shop of engineers, ship-builders, wagon builder agricultural implement makers, railway and steam navigation companies, &c.—Gov Bar Ironworks, Glasgow.

STEAM PUMPS, FOR LAND AND MARINE PURPOSES.

SINGLE or DOUBLE ACTING; sizes from 2½ to 12 in. diameter, and from 4 to 18 in. stroke; by JOHN CAMERON. Used for feeding boilers, raising water (for reservoirs, tanks, irrigation, &c.), turning power, or as a steam fire engine.

Works, Egerton-street, Hulme, Manchester.

I SLE OF MAN.—BEST CONVENIENCE for TIPPING, only fifteen yards from the sea. Any quantity of metal, and proved to be the best in the world. Vessels could be louded at the quarry. It comprises about three miles in tength, and one in breatht. Good cart road to the slate quarry, and only the one quarry in the island.—Joseph and Robert Roberts, Peel, Isle of Man.

NCRUSTATIONS IN STEAM BOILERS are EFFECTUALLY REMOVED and PREVENTED by USING EDWD. MUFF'S COMPOSITION.—
Testimonials, with directions for use, may be had at Tyersall Hall, near Bradford, by post or otherwise, where orders and communications will receive prompt attention.

TO PREVENT ACCIDENTS by WINDING OVER the HEAD GEAR, USE the PATENT SELF-ACTING STEAM BREAK, which at every lift from the mine shuts off the steam from the winding engine and applies the break; also records the number of lifts made.—For illustrated circular and price, apply to HETH GODEN, engineer, 8t. Mary's, Manchester.

VENTILATION OF MINES.—The ATTENTION of PROPRIETORS of MINES is CALLED to LEMIELLE'S PATENT VENTILATOR, capable of exhausting 15,000 to 120,000 cubic feet of air per minute, at a trifling cost.—Apply for particulars to Mr. T. LAURENT, 19, Eldon-square, Newcastle; Messrs. Morrox and Co., Leeds; or Mr. TESTULAT, 4, Stow-hill.

MINER'S, SUMP, AND AGENT'S HAT CAPS.—

LOCKING AND SON, FELT AND SILK HATTERS, REDRUTH and PENZANCE, beg to inform directors, managers, and agents of mines, that they continue to SUPPLY MINER'S HAT CAPS (NO. 1), SUMPMEN'S (NO. 2), and AGENTS (NO. 3), WARRANTED WATERPROOF, WHOLESALE on the most reasonable terms. Orders for foreign mines punctually attended to, securely packed, and removed on board vessels, either at the Ports of Penzance or Hayle, free of shipping charges. FELTS for SWIMMING COVERS and CLACK DOORS made to order at the shortest ossible notice.—Dated Chapel-street, Penzance, June 24, 1858.

PATENT LEVER BREAK, FOR RAILWAY WAGONS, doing away with the objectionable break rack. Can be APPLIED to EXISTING STOCK at a TRIFLING EXPENSE. Royalty moderate. Models can be seen at 34, Great George-street, Westminster; and the breaks in action at the works of the Railway Carriage Company; at the Peterboro' Station, on the Eastern Counties Railway; the Rugby Station, Loudon and North-Western Railway; the Cardiff Docks Station, Taff Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications are requested to be sent.

A S S A Y O F F I C E A N D L A B O R A T O R I E S,
DUNNING'S ALLEY, BISHOPSGATE STEET WITHOUT, LONDON.
Conducted by MITCHELL and RICKARD (late John Mitchell, F.C.S., Author of
Manual of Practical Assaying, Metallurgical Papers, &c.)
Assays and Analyses of every description performed as usual. Special Instruction in
Assaying and Analysis. Consultations in every branch of Metallurgical and Manufac'arring Chemistry. Assistance rendered to intending Patentees, &c.
For amount of fees, apply to the office, as above.

UNITED STATES OF AMERICA.—DUPEE, BECK, and SAYLES, BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE of STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING, and BANK SHARES, give particular attention to the MINING COMPANIES OF LAKE SUPERIOR, and furnish reliable information conserving them. , and furnish reliable information concerning them.

UPRE, BECK, and SATLES rofer to the Editor of the Mining Journal.]

TURNACES IN SCOTLAND, IRELAND, ENGLAND, AND ELSEWHERE [LAND OF MARINE], MADE to PREVENT SMOKE and ECONOMISE (OAL, &c., by the PATENT REGULATING AIR-DOORS, delivered in London at £12 12s, each. ENTIRE COST COVERED BY SAVING OF FUEL IN A FEW MONTHS. The patentee will feel much obliged for information of any infringement of his right, by frandulent innitiation or otherwise.

J. LEE STEVENS, 1, Fish-street-hill, London, E.C.

CORNISH CRUCIBLES.—JOHN JULEFF, CORNISH
CRUCIBLE MAKER, FORE-STREET, REDRUTH, CORNWALL (late No. 5,
Buller's-row). JEWELLERS, SILVERSMITHS, METALLURGISTS, and ASSAYERS' CRUCIBLES OF ALL SIZES. BLACK LEAD POTS, COVERS, MUFFLES,
CUPELS, &c., OF EVERY DESCRIPTION, AND MADE TO ORDER.

ZENNER'S ROTATING BUDDLE.

ZENNER'S ROTATING BUDDLE.

Mether Hearth Mine, July 13, 1858.

Dean Stm.—In reply to yours of the 7th inst., I beg to state that I consider your patent rotating buddle answers very well at this mine. It does not make the ore perfectly clean, but I attribute this more to the poverty of our slimes, and their being very peaty, than to any defect in the nearchines. By either putting the ore over the buddle a second time, or dollying it, the ore is ready for market, and a few hours once a fortinght or three weeks does this. The buddle goes through the greatest quantity of slime in the least time of any machine that I am acquainted with, and I do not hesitate to say when the slimes are tolerably rich I believe it will make the ore perfectly clean by going once over it. At the same time, there is no doubt that extremely poor slimes, that will not pay cost for dressing by any other process, will leave a profit by working them with your rotating buddle.

I am, dear Sir, yours trally, WILLIAM VIPOND.

Mr. D. Zemier.

GOLD GETTING MACHINERY FOR LARGE OR SMALL QUANTITIES.—STAMPS (DRY) for REDUCING ORES OF QUARTZ to FINE FLOUR for AMALGAMATION. AMALGAMATORS, RETORTS, PUMPS, and everything for MINING PURPOSES, to be seen at work at J. Walker's, 17, Cowper-street,

TO COLLIERY PROPRIETORS.—TO PREVENT EXPLOSIONS BY MINERS TAMPERING WITH SAFETY-LAMPS, USE ROBINSON'S AND OGDEN'S PATENT SELF-LOCKING LAMP, possessing the following advantages:—

ing advantages:—
THE GAUE CANNOT BE REMOVED, except by the application of a fixed machine key.
SIMPLICITY OF LOCKING.
THE APPLICATION OF AN ENAMELLED REFLECTOR.
urther particulars will be forwarded on application to Thomas Robinson and Co.,
illing-street, Manchester; or to Heth Goden, St. Mary's, Manchester.

Watling-street, Manchester; or to Heffi Goden, St. Mary's, Manchester.

MESSRS. McNICOLL AND VERNON'S PATENT STEAM TRAVELLING CRANE.
This machine will be found invaluable at the GOODS DEPOTS of RAILWAYS, in the ERECTION of LARGE BUILDINGS, VIADUCTS, BRIDGES, &c., in IRON FOUNDRIES, STONEMASONS' YARDS, QUARRIES, SAW-MILLIS, TIMBER YARDS, or in any piece where the holsting, piling, and conveying of heavy weights is necessary. ONE of them will do MORE WORK with two men than TWO ORDINARY TRAVELLING CRANE can be ALT-ERED to the PATENT PLAN.

The following are some of the parties who have used the cranes, viz.:—
Executors of the inte Messrs. Samuel Ellis & Co., Ironfounders, Manchester . 1 crane. The Hull Dock Company . 1 ,
Messrs. Joseph Whitworth and Co., Tool Makers, Manchester . 1 ,
Messrs. Joseph Whitworth and Co., Saw-Mill Proprietors, Lambeth . 1 ,
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